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HERITAGE RAILWAY



**Millennium run for
*Flying Scotsman***



**'Teak' Mk. 1 coach
for Severn Valley!**



**Welsh Highland
go-ahead, but...**



**Deltics in new
main line era**

**Dart Valley Railway buys
entire fleet of river cruisers**

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HERITAGE RAILWAY

A CMS Publishing magazine

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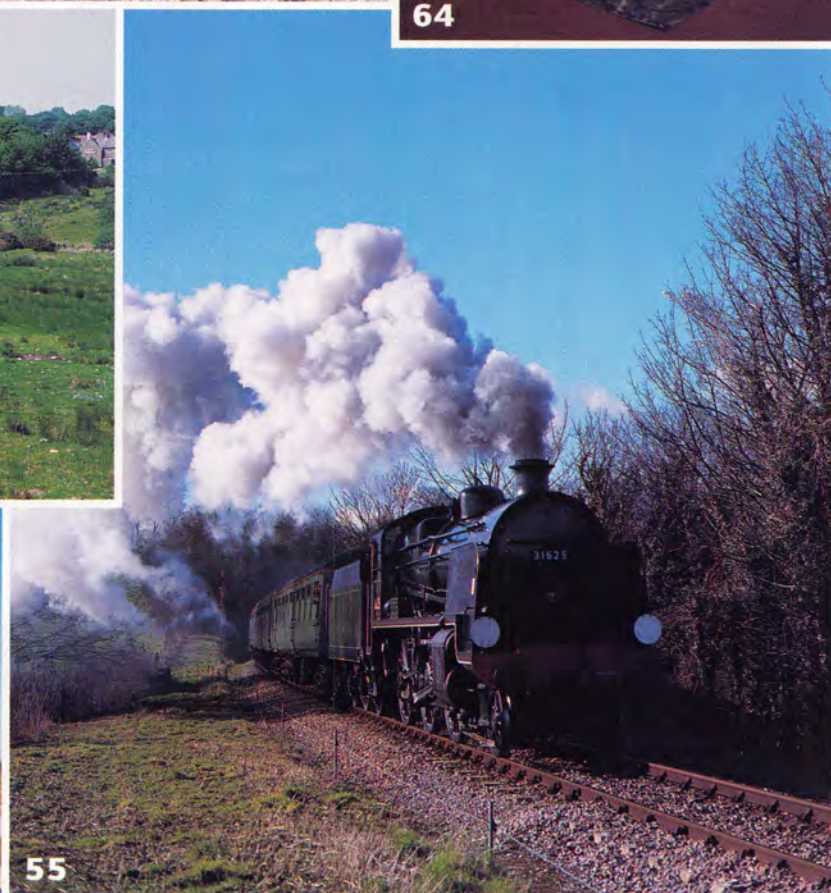
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HERITAGE RAILWAY

Meet the Team...



Peter Kelly - Managing Editor, who has previously edited *The Railway Magazine*, *Steam Railway* and *Rail*, having accrued 20 years' experience in top-flight railway journalism. He is also Editor of our popular sister heritage titles, *Old Glory* and *Best of British*.



Robin Jones
Editor. A railway fanatic since the age of three, former investigative reporter and news editor at the *Birmingham Evening Mail* and previously editor of *Steam Railway*.



Hugh Madgin
Editorial consultant. A renowned passionate expert on 'everything running on flanged wheels', he has worked extensively on railway titles.



Chris Shilling
Advertisement Manager. Another popular figure throughout the preservation circuit, he also finds himself landed with the task of combining business with pleasure.



Colin Tyson
Marketing Manager. Has worked extensively on railway magazines and edits the award winning *Bluebell News* for the Bluebell Railway.



Paul Appleton
Publisher. A lifelong enthusiast with many years' professional experience of railway magazines, who has now fulfilled his dream of launching his own. Also helped launch our sister magazine *Old Glory*.

Cover picture: Resplendent in BR black livery, Collett 0-4-2T No. 1420, back in traffic on the South Devon Railway for the first time in 21 years, hauls an auto coach over Nursery Pool Bridge on March 14. John Brooks.

Supplementary picture: Class 55 Deltic No. D9009 Alycinda at the Midland Railway Centre's diesel gala on March 27. John Eggleshaw.

Side pictures (top to bottom): No. 4472 Flying Scotsman on Marylebone-High Wycombe run, John Titlow; the Severn Valley Railway's experimental Mk. 1 coach No. 3083 repainted in 'teak' livery, Robin Jones; and Welsh Highland Railway Beyer Garratt No. 138 at Caernarfon station. Dale Smallin.

Welcome!

ON the side of our large van which takes the display unit for sister titles *Old Glory* and *Vintage Commercial Vehicles* to steam fairs and vintage rallies all over the country is written the slogan 'Yesterday's Power Today'.

When applied to our brand new magazine *Heritage Railway*, 'yesterday's power' means not just the wonderfully-resurrected motive power we see all around us thanks to the dedication of untold numbers of volunteers and paid engineering staff, but also the power of the railway heritage movement itself - a power which has drawn together a whole team of us with much previous railway publishing experience to challenge the market on our own terms.

My own role, while continuing to edit both *Old Glory* and *Best of British* each month, is to watch and help as Robin and his team get on with the job - and so far I've been mightily impressed by everyone's efforts to get this first issue together in such a short space of time. Many more challenges remain to be faced, of course, but you can be assured we'll all be trying our best. You'll find no swaggering arrogance here - just a quiet resolve to produce, fairly and well, a decent magazine reflecting what's happening in the railway heritage movement today.

**Peter Kelly,
Managing Editor**



Sunday March 21, the first day of spring, and BR Standard 4 tank No. 80079 passes tender first through Avonmouth station with a Pathfinder Tours Bristol area shuttle return trip from Severn Beach to Temple Mead. The shuttles were, as the headboard reveals, sponsored by the Bristol Evening Post. Mervyn Turvey.

FIVE weeks ago, I started out with a blank sheet of paper and an empty filing cabinet - plus a team bursting with ideas, expertise and enthusiasm. Today, you have the first edition of *Heritage Railway*.

We believe that the time is ripe for a fresh new voice in the field of railway preservation, one that presents the widest unbiased coverage of news and topical issues, covering all aspects of heritage lines, railway museum sites and classic traction on the main line - while offering our full support to each.

Our launch has coincided with one of the most newsworthy months in the heritage railway field of the decade. The return of *Flying Scotsman* following its £2.5m rebuild under owner Dr. Tony Marchington will undoubtedly bring great esteem and fresh kudos to the movement, and the green light (with strings attached) for the Welsh Highland Railway reinstatement is a major vote of confidence in the ability of heritage lines to play a significant role in local economies and public transport. And we can have nothing but

praise for operators like Past-Time Rail's Andy Staite, who stuck by his 'Dawlish Donkey' formula despite last year's losses and made this Easter's £10-a-head trips an unqualified success, and the Birmingham Railway Museum, which is also aiming to bring main line steam charters within the remit of the ordinary man in the street with its forthcoming £15 'Shakespeare Express' series. Big or small, narrow or standard gauge, steam, diesel or electric, we intend to back our heritage railway ventures to the hilt.

Most importantly, we want to know exactly what you would like to see in your new magazine. I want that sheet of paper to be filled with your ideas, suggestions and requests, and those filing drawers with your photographs, letters and feature submissions. Please feel free to write, or, if you'd like to chat about anything, call me on 01780 763063. I'm waiting for your calls!

**Robin Jones
Editor**



LMS 'Black 5' 4-6-0 No. 45337 prepares to move off from Bury Bolton Street station at the East Lancashire Railway on March 27 during the line's successful Steam Enthusiasts Weekend. Jeff Colledge.

Prescott conditional approval for Welsh Highland

DEPUTY Prime Minister John Prescott has announced that he is "minded" to approve a Transport & Works Order for the rebuilding of the original Welsh Highland Railway from Dinas to Porthmadog by the Ffestiniog Railway.

In a long-awaited announcement on April 8, Mr. Prescott said he was overruling the recommendation of a Department of the Environment, Transport & The Regions Inspector to

refuse the application following a public inquiry 15 months ago.

However, jubilant FR officials were told that they will not be given the final go-ahead until a survey of rock faces near the Aberglaslyn Pass tunnels has been carried out to ensure there is no danger from rockfalls.

● 'Green light for Welsh Highland - but waiting must continue' - see news special feature, pages 22-25.

Millennium trip announced for *Flying Scotsman*

by Peter Kelly

LEGENDARY A3 Pacific No. 4472 *Flying Scotsman*, which is about to emerge in LNER apple green and sporting a double chimney - but no smoke deflectors - after an intensive three-year overhaul, is to steam in the new millennium by hauling a luxurious Flying Scotsman Railways return train from King's Cross to Edinburgh, setting off on the last day of the 20th Century and returning on the first day of the 21st.

Fine details are still being hammered out - and the cost per passenger might well run into four figures - but the 'Millennium Scotsman' will be the culmination of

a season of main line running by Tony Marchington's soon-to-be-reintroduced Pacific, on which a staggering total of more than £2.5m, including purchase cost, has been lavished so far.

Even though *Flying Scotsman*'s rebuilt boiler was returned to Southall only during the week beginning March 29, work on the rest of the much-modified locomotive under Engineering Director Roland Kennington and his team was so advanced by then that a first steaming was still planned for early May shortly before this first issue of *Heritage Railway* went to press.

After a major inspection planned for May 10 No. 4472 - with a host of

modifications including air braking and better steam pipe design - will undergo test running before its official main line debut in its new guise on June 22, when it will haul a special train for Flying Scotsman Association members and some members of public, using Rail Charter Services' 'Pride of the Nation' set, from Paddington to Worcester and return along a circular route.

Flying Scotsman's first public run will be the 'Inaugural Scotsman' from King's Cross to York on Sunday July 4. Passengers will return to London behind modern motive power because No. 4472 will stay at the National Railway Museum for a week to coincide with the opening of the

museum's new extension, 'The Works' which will allow visitors to look down from a balcony at locomotive repair work in progress. Dr. Marchington's Pacific will return to King's Cross on Sunday July 11 with the 'Eboracum Scotsman'.

No. 4472 will then embark on a programme of a dozen main line outings - four 'Sarum Scotsmans' from Paddington to Salisbury, four 'Norvik Scotsmans' from King's Cross to Norwich and four 'Shakespeare Scotsmans' from Paddington to Stratford-upon-Avon.

● See '*Flying Scotsman* - the machine to span the Millennium' - page 28.

Now it's the 'SS Dart Valley' - as Paignton & Dartmouth buys pleasure boat fleet!

by Robin Jones

A FLEET of five pleasure cruisers and two river ferries have been bought in a groundbreaking multi-million-pound deal by the Dart Valley Railway - which operates the Paignton & Dartmouth Steam Railway.

The acquisition of Dart Pleasure Craft, which has a £750,000 turnover, by the railway company means that it will be able to take passengers by steam train from Paignton to Kingswear - and then by boat to Totnes, a journey lasting two hours in one direction.

It is the first time that a heritage railway has bought a boat fleet. And the railway - which pays regular dividends to its shareholders - is now looking at acquiring its own bus company as well.

For several years, 'round Robin' tickets which allow passengers to make the rail-river journey and return from Totnes Quay to Paignton by bus have proved enormously popular with tourists. Adding a bus link between Totnes Quay and Paignton for the final 20-minute leg of the journey would maximise efficiency and profits for the railway.

The acquisition of the fleet includes the 400-seater *Cardiff Castle*; the 300-seater *Devonair Belle*, the 300-seater *Dartmouth Castle*, the 165-seater *Western Belle* and the 150-seater *Plymouth Belle*. The pleasure boats not only run regular the regular River Link cruises to Totnes at high tide but also offer trips around the stunning-beautiful Dart Estuary and surrounding coastline, but also offer flown-blown local sea trips between Salcombe and Torquay.

The foot ferry boats ply between Kingswear, the



Dart Valley Railway plc general manager Barry Cogar (right) and Mike Palmer on the quayside at Kingswear on March 31.

southern terminus of the actual railway line, and Dartmouth on the opposite, where the railway has had a separate 'station' - minus trains - on the waterfront since 1889.

The lack of co-ordination between the ferry services and the heritage railway's arrival and departure times has been a bone of contention for many years, with long queues of passengers from fully-laden trains waiting for up to an hour to cross the river. However, the boat timings will now be the responsibility of the railway company.

Overseeing the new combined operation will be Stagecoach Devon general manager Mike Palmer,

who has joined the Dart Valley company, while the fleet's managing director Dennis Kemp will stay on as a consultant. The railway company said that all of the 25 staff employed by the fleet will keep their jobs.

Dart Pleasure Craft executive chairman Robert Clews, a chartered accountant, said: "I am confident that this merger will bring new opportunities for the company with new investment for services in South Devon." Dart Valley chairman John Evans described the deal as "a major step in our investment programme."

However, Richard Elliott, general manager of the South Devon Railway, the Dart Valley's tenant on its other line, the GWR Totnes-Buckfastleigh branch, told *Heritage Railway* that the deal could now lead to 'River Wars' between the two lines!

Since it built a bridge over the Dart to allow access from Totnes (Littlehempston) station to the town centre 25 minutes away by foot, the SDR has had its own through RiverRail ticketing agreement with Red Cruisers, the rival fleet to Dart Pleasure Craft.

*The railway owned the Kingswear-Dartmouth ferry rights from 1863 to 1972, when the line was sold by BR to the Dart Valley company. Then, the ferry rights were taken over by the local authority which ran the ferry until 1976, when Dart Pleasure Craft took it over.

One GWR steam ferry, *The Mew*, was sent to help with the Dunkirk evacuation in 1940 only to be ruled unsuitable for beach work. It returned to give service on the Dart until 1954.

Talylyn turns back clock for summer

THE original Talylyn Railway passenger train of 1865 is to be re-created and returned to traffic on a series of weekends during the summer season.

Fletcher Jennings & Co. 0-4-2T No. 1 *Talylyn*, the line's first locomotive, will be coupled to vintage four-wheeled triple-compartment coaches Nos. 1, 2 and 3, built by Brown Marshall of Birmingham, No. 4, supplied by Lancaster Wagon Co., and brake van No. 5, also Brown Marshall.

The complete train will mirror exactly the first one to run on the 2ft 3in gauge line, which in 1950 became Britain's first heritage railway when a group of enthusiasts took it over.

Traffic manager David Leech said: "There are not many railways which can boast that they can run the very first train that operated on their line. We think we are unique in this respect."

"On some occasions we might have to strengthen the train to cater for the extra volume of passengers. We will add the 1898-built Corris Railway coach, our No. 17, which was used as a greenhouse until we restored it and returned it to traffic in 1961."

"We haven't put this train together in recent years because the individual carriages are normally mixed up in different trains."

When No. 1's sister locomotive No. 2 *Dolgoch* returns from a major overhaul in July, it will take its turns on hauling the original train.

The train will operate on Saturdays and Sundays between June 5 and July 11, and September 4-19.

In a direct contrast between ancient traction and modern technology, the installation of a Vodafone transmission mast at Abergynnowlyn, near the line's upper terminus, will allow staff to use mobile phones for the first time.

Swedish loco for Spa Valley?

TALKS were underway in April regarding the possible move of Swedish 2-6-4T *Alan Gladden* No. 1928, from the Bygone Village at Fleggburgh, Norfolk, to the Spa Valley Railway.

The Swedish-built diesel railcar also at Fleggburgh, was also investigated for a possible transfer to the Spa Valley, but was found to be too far out of gauge for the Wealden heritage line.

● Peckett saddle tank *Fonmon* is currently the sole working steam locomotive at Tunbridge Wells, as RSH 0-6-0T *North Downs* is undergoing its 10-year boiler repair.

Nene Valley model

The Nene Valley Railway Model Railway Group opened its new exhibition in coach No. W3227 at Wansford station at Easter.

Bluebell cancels J52 centenary celebrations

CENTENARY celebrations for the National Railway Museum's J52 0-6-0 saddle tank No. 1247 have been cancelled by the Bluebell Railway – after the locomotive developed more boiler leaks while on loan to the Great Central Railway at Loughborough.

The Great Northern Railway engine, the first steam locomotive to be bought privately for preservation from BR, arrived at the GCR in time to take part in the line's centenary celebrations on March 9. After four boiler tubes were blown during separate steamings, the engine, was withdrawn from traffic.

Engineer Bill Parker, who repaired the engine (BR No. 68846) at his Swindon Railway Workshop at the Flour Mill, Bream, in the Forest of Dean, last autumn, carried out further tube replacement on the locomotive on Good Friday and it steamed the following Sunday, shunting in Loughborough yard.

The locomotive, a former Kings Cross pilot engine, had been on loan at the East Somerset Railway from 1995 until it was taken to Bream last September. After running at Cranmore for two years, it failed in traffic and was left in storage as unserviceable.

The NRM is set to bill the ESR for repair work needed following its loan period there.

However, following the repairs at Bream, No. 1247 ran on the Avon Valley Railway at Bitton near Bristol during the Santa season, successfully steaming on all 14 occasions it was required.

Following its short visit to the GCR, it was scheduled to move to the Bluebell Railway where celebrations to mark its 100th birthday were to take place. The event was also being held for former owner Captain Bill Smith, who bought the engine 40 years ago and presented it to the NRM in 1981.

It was intended to run the J52 with a Bluebell-based inspection saloon that went with the engine from Kings Cross on the day it was sold to Capt. Smith back in 1959.

However, Bluebell officials became concerned not only at reports from the GCR at the J52's recent performance but, it was understood, a stipulation by the NRM in the hire agreement that it had to be run slowly because of its tyres has worn too low. A decision was then taken to cancel the locomotive's visit.

Capt. Smith, on holiday in the Canary Islands at the time of going to press, was said by friends to be 'disappointed'.

However, GCR spokesman John East said that approaches had been made to allow it to stay on loan at Loughborough. In the meantime, he said, alternative celebrations to mark its centenary, on Ascension Day, May 13, have been arranged, when it will haul a train at Loughborough, seats by invitation only.

The J52 is also due to visit the Barrow Hill Roundhouse near Chesterfield for its steam, diesel and electric extravaganza on July 17/18 and the for steam-only gala the following weekend, and also the Nene Valley Railway for a short loan spell during the summer.

SVR to launch 'teak' Mk. 1 coach

by Robin Jones

A 1957-built prototype Mk. 1 carriage has been turned into a 'teak' coach at the Severn Valley Railway – and is set to join the line's LNER Gresley wooden set.

It looks like teak, feels like teak and even has the same grain. Yet it is just a thin layer of paint on top of metal.

The coach, No. 3083, was one of 14 one-off prototypes built as experimental designs as a time when a successor to the standard Mk. 1 coach was being considered. Each one was different – the only requirement was that they all had to be designed to fit on a standard underframe and bogies with a bodyshell compatible with BR manufacturing techniques. Most of the prototypes were displayed at the Royal Travel Exhibition at Battersea during June 28-30 1957.

Each of them was placed in passenger service to evaluate their performance and the public response. Open First No. 3083, built at Doncaster, has reclining and rotating airline-style seats, greater leg room than existing coaches of the day, double glazing, tinted glass, toilets at either end and is divided into two saloons.

One of the main drawbacks was that the 36-seater coach

carried less passengers than a standard Mk. 1 because of the refinements – some of which were utilised in the design of the luxury Midland Pullman of 1960.

SVR paint shop supervisor Hugh

McQuade, also volunteer chairman of the line's LNER Coach Fund, decided to repaint the coach using a process known as 'scumbling', which reproduces the effect of teak.

The process was used by the LNER in the 1930s and after the Second World War to match its teak stock,

explained Hugh. Also, when BR decided to scrap the carmine and cream livery for coaching stock in 1958 in favour of the old pre-Nationalisation liveries, the Eastern Region was offered the chance to adopt scumble as a standard. However, the ER instead opted for maroon, the old NER livery.

"The coach has been running with the Gresley teak set and so we decided to paint it to match. Thompson coaches were painted in scumble after the war, and the coach will look as it would if it had appeared in the livery in 1949."

"It is also an example of how the prototype coach could have appeared if the ER had adopted the teak livery again."

Visitors to the Kidderminster carriage works during a photo charter on March 26 were given a sneak preview of the coach (left) – and described the livery as 'fantastic'.



Standing together for the first time in the heritage era are Class 55 Deltics No. 55015 Tulyar, D9009 Alycidon and D9019 Royal Highland Fusilier, which all belong to the Deltic Preservation Society. They starred in the Midland Railway Centre's Spring diesel Gala on March 27-28 and are seen outside the locomotive shed at Swanwick Junction. See also Main Line News, pages 52-55.



D9016 and No. 55002 overhaul start

THE overhaul of 'Deltic' No D9016 *Gordon Highlander* and the National Railway Museum's No. 55002 *Kings Own Yorkshire Light Infantry* commenced at the Loughborough works of Brush in March, with an expected 'ready date' of late May/early June.

D9016, which belongs to Deltic 9000 Locomotives Ltd, has been lifted off its bogies, which are being stripped down and overhauled. By late March all the roof sections had been removed, along with the exhaust silencers, radiators and fan drives and the body will be cured of

what D9000 Locomotives Chairman describes as 'general Deltic body rot'.

Gordon Highlander will be brought up to current group standards for main line running, with new headlight cluster Class 60-style being a possibility.

Different standards apply to No. 55002 *Kings Own Yorkshire Light Infantry*, in keeping with its status as part of the National Collection. Every part removed is photographed first and then returned to the National Railway Museum and the locomotive will be turned out in the two-tone green livery which it wore in its latter

years of service with BR. The locomotive will, however, carry its pre-TOPS number D9002 and will have a small yellow warning panel 1960s-style rather than the all-over yellow end it has carried since 1979.

No. 55002 is unique in resting on the original cast bogies, all other surviving production 'Deltics' now having prefabricated one.

Kings Own Yorkshire Light Infantry was initially expected to be ready for main line service in February, but difficulties in getting it slotted into the programme at Brush had caused this date to slip, Michael Timms said.

Largest-ever trolley rally for East Anglian Railway Museum

PLANS are well advanced for the largest-ever rally of engineer's trolleys at the East Anglian Railway Museum. Organised by trolley guru James West, whose restoration of Western Region Wickham Type 27a trolley No 5008 won the Overall Winner of

the Heritage Railway Association Carriage & Wagon Awards in March, the Grand Railway Trolley Working & Exhibition is to be held on August 14/15.

Trolleys are coming from across the globe — there will be a contingent from the North

American Rail Car Owners Association, three trolleys from Germany and possibly trolleys from Hungary, Sweden and Denmark. By early April there were already 45 different trolleys booked to appear, of gauges ranging from 2ft 6in to 5ft 3in.

Maindy Hall parts for building of new Grange?

by Robin Jones

UNWANTED parts from ex-Barry scrapyard GWR 4-6-0 No. 4942 *Maindy Hall* — being converted into a Saint by the Great Western Society — are being offered to help the building of a new Grange.

The Llangollen Railway-based 6880 *Betton Grange* project, yet to receive its official launch, has been having talks with the Didcot Railway Centre-based GWS since it was mooted last year.

LR spokesman Frank Spence said that the Saint project team had given the would-be Grange builders the opportunity to acquire the bogie wheels from *Maindy Hall* and the extension frames.

Other parts from the Hall would become available as and when it became apparent that they would not be needed in its reincarnation as a 'new' Saint, *Lady of Legend*.

Frank said that negotiations for the acquisition of a boiler and a complete set of driving wheels for the Grange from other sources were already advanced, and other parts which had been offered to the group included a set

of buffers and an original Grange brass window surround. There were also two possibilities for acquiring a suitable tender, he said, and a chimney was already on site at Llangollen.

"The GWS has been extremely helpful since the inception of our project," said Frank. "As a result there is an opportunity to acquire parts from *Maindy Hall* which are no longer required."

"Of course, it remains to be seen whether parts from the Hall are compatible with their counterparts on a Grange."

No. 6880 *Betton Grange* was the name allocated to the first of a new batch of the class which was never built due to the outbreak of World War Two. The last Grange was cut up in 1966.

GWR Chief Mechanical Engineer G. J. Churchward's Saint class evolved into his successor Charles Collett's Grange, and therefore the GWS project is a 'back conversion.' Saint project member Adrian Knowles said that all the necessary parts for the locomotive are now available or on order, and it was hoped to have it ready as early as 2001.

Galatea part in miniature kits

PURCHASERS of a new kit to build a 5in gauge replica of LMS Jubilee class locomotive 4-6-0 *Galatea* will be able to 'drive' the prototype!

For a component in the new limited edition coal-fired live steam model produced by Daventry-based locomotive builder Winson Engineering will be made from part of the real No. 5699 (BR No. 45699).

Winson has struck a deal with the *Galatea* Locomotive Trust, which is attempting to raise cash to rebuild the engine, currently lying in the yard at the Birmingham Railway Museum and another site in Warrington as a kit of parts.

In exchange for unwanted parts from No. 5699 which cannot be included in a future rebuild, Winson has pledged £5,000 to further the Trust's cause.

Orders for a first batch of ten of the locomotive kits are now being taken for delivery in July, with a further batch earmarked in August. After that, no further kits will be produced until July.

The Winson kits are designed to be assembled within 200 hours as no machining is needed. The completed model will have full three-cylinder operation.

Galatea, the 113th locomotive to be removed from Barry scrapyard, was built at Crewe in 1936 and withdrawn in November 1964.

In April 1980, it was taken to Carnforth as a source of spare parts for sister locomotive No. 5690 *Leander*. Its components were subsequently moved to the Severn Valley Railway for potential restoration. Since then, changes of ownership have led to the project being moved to Tyseley. The estimated costs of restoration is £250,000.

Blanche back in regular service

Ffestiniog Railway quarry Hunslet 2-4-0 *Blanche* has been pressed into regular service on the Welsh Highland Railway (Caernarfon) — after the railway's South African Funkey Bo-Bo diesel-mechanical locomotive No. 2 'blew' a driveshaft.

The incident happened on April 1, just moments before it was due to haul a Dinas-Caernarfon train. Instead, the black-liveried Beyer Garratt No. 143 was hurriedly steamed to take the train.

A railway spokesman said that *Blanche*, which had just finished a two-year £10,000 overhaul and passed its steam test on March 23, was immediately rostered to take over the diesel's scheduled services for the immediate future.

Blanche made its comeback on the Ffestiniog Railway just two days later, double-heading a Portmadoc-Blaenau Ffestiniog train with sister Penrhyn Quarries locomotive *Linda*.

On the Welsh Highland, *Blanche* will haul the lighter scheduled trains with the two serviceable Garratts taking the longer ones.

A new driveshaft is to be manufactured for the Funkey.

Free entry in period costume

VISITORS to the National Tramway Museum at Crich in Derbyshire will be allowed free entry on July 18 – if they turn up in Edwardian or Victorian costume.

The aim is to recreate the atmosphere of a century ago in the museum's period townscape for the day, with regular tram trips on offer throughout the event.

South Tynedale wants helpers

'INTRODUCTORY Days' to welcome potential volunteers to the South Tynedale Railway are being held on April 24/25 and October 2/3. New volunteers on this picturesque 2ft gauge line high in the Pennines at Alston are welcomed.

Telephone 01388 528076 for further details.

03 back to life

CLASS 03 diesel shunter No D2089 (TOPS number 03089) returned to service at Mangapps Farm Railway Museum in March after a break of two years. The 1960-built locomotive, which carries BR green livery, has had its jackshaft repaired and new starter ring gear fitted.

KESR diesel diary

RUNNING dates for the Class 108 diesel multiple-unit on the Kent & East Sussex Railway (cars Nos. 51571 and 53971) in the next few months are as follows: Tuesdays and Thursdays in June and 1-2, 5-6 and 8-9 July.

Electric train heat first at Llangollen

CLASS 47/4 diesel No. 47449 ran services on the Llangollen Railway with an all electric train heat set of coaches on March 11 – a first for the line. It is believed that the Llangollen Railway is only the second heritage railway to operate ETH services, the first being the East Lancashire Railway.

No. 47449 was kept busy in March with training runs for VSOE staff in preparation for the VSOE Northern operation. The locomotive ran all day for six consecutive days, with a nine-coach set and 'Black 5' No. 44806.

Kids go free at NRM!

ADMISSION charges for children to the National Railway Museum at York were abolished on April 1 in a bid to attract more families. At present the Leeman Road museum has 430,000 visitors a year.

Std 4 for PR 150th

STANDARD 4 2-6-4T No. 80078 is to be loaned by the Midland Railway Centre to Peak Rail for its celebrations to mark the 150th anniversary of the Ambergate-Rowsley line on June 5. The locomotive will stay at Matlock during June and July.

Manx railways in \$15m 'Thomas' movie talks

TALKS between Los Angeles-based Paramount and the Isle of Man government could see a \$15million Thomas the Tank Engine movie shot on the island's Victorian railways.

Manx Trade and Industry Minister David North said that negotiations with the film company were "looking promising".

He said: "We are still in discussions over the Thomas film. We are hoping that they will film part of it in the island later this year."

"The discussions are ongoing but it is looking promising."

It is understood that Paramount were attracted to the island mainly because the railways have remained virtually unchanged since Victorian times, and would provide an ideal setting.

The Rev. Wilbert Vere Awdry, creator of the Thomas books, who died on March 21 1997 aged 86, visited the island on many occasions and drew much inspiration for the stories from the famous narrow gauge

railway system.

His fictitious Isle of Sodor where the Fat Controller oversaw the line on which Thomas and his friends ran was supposedly between Barrow-in-Furness and the Isle of Man. The Manx bishop has held the title of Bishop of Sodor and Man since 1079, Sodor referring to islands of Western Scotland which, like Man, were once part of the Scandinavian empire.

A spokesman for the Isle of Man Film commission declined to comment on suggestions that new locomotives may be built for the film.

*The Llangollen Railway now has its own Thomas No. 1 in the form of Hugh Parker's LMS 3F 'Jinty' 0-6-0 No 47298. It has been licensed by Britt Allcroft (Thomas) Ltd., which owns the world rights to the Thomas stories, to masquerade as the famous blue engine – and can be hired as such to other lines.

In its new guise, the 3F is due to visit to the East Somerset Railway at the end of May, and Leicestershire's

Battlefield Line in June.

● Thomas slip ensures great success for Museum event

Difficulties with the unloading of the Buckinghamshire Railway Centre's Thomas locomotive, the North British Locomotive-built industrial 0-6-0T formerly known as *Coventry No. 1*, ensured a bumper weekend for the venue.

Delivered on a rigid rather than articulated trailer by Alleleys on March 31, the engine slipped off the trailer on the rear approach road to the museum, and did not reach the rails until more than 24 hours later.

The resulting publicity in both regional and national newspapers and on television ensured 'around £2,000 worth' of free publicity, said EARM spokesman Mike Stanbury – leading to a higher-than-expected attendance.

The *East Anglian Daily Times* even described the escapade in terms of 'Winnie the Winch' and 'Lenny the Loader' playing up!

Components for A1 Tornado on order

THE first motion components for Peppercorn Class A1 Pacific *Tornado* – Britain's first new mainline steam locomotive to be built since 1960 – have been ordered.

The A1 Steam Locomotive Trust, a registered charity, placed the orders for the components with John Hesketh & Son of Bury in March.

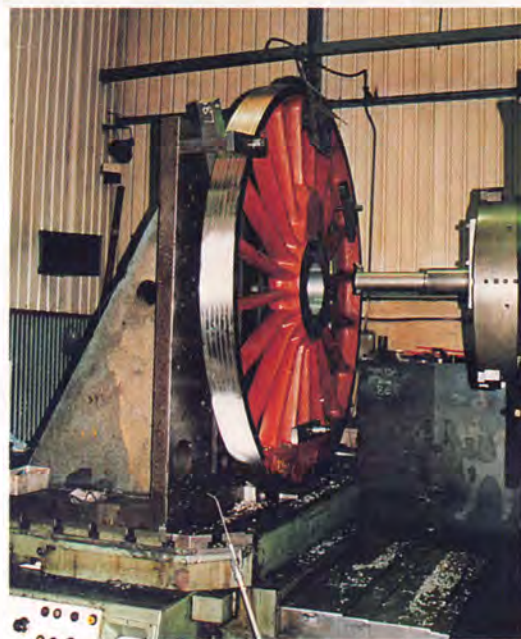
The components include the slide bars and parts of the reversing gear for the A1's three sets of Walschaerts valve gear, and will be delivered in June.

Tornado, which will be the 50th member of the now-defunct A1 class, is being built by the Trust at Darlington Locomotive works. The £1.6million project started in November 1990 and has gained sponsorship from major companies including Rolls Royce, British Steel and William Cook Cast Products. The latest sponsor is Nickerson Fuel Oils, which has offered to supply lubricants to the Trust.

Trust chairman David Champion said that money for the project through sponsorship and deeds of covenant was now coming in at the rate of £10,000 a month. However, more money was needed to finance the £250,000 boiler if the locomotive was to be completed around the Millennium rather than 2003, currently the 'worst possible scenario' for a finishing date, he said. The project also involves building a new tender, for which the wheels have already been obtained.

"The order for the first parts of the motion means that work is now being done on every major section of *Tornado* remaining to be completed," he said.

When the A1 is completed, the Trust will ask the 1800 covenanters if they are prepared to support the building of an LNER P2, another major absentee from the heritage era.



One of A1 Pacific *Tornado*'s 6ft 8ins driving wheels having its centre hole bored on a middle machine at TM Engineers of Kingswinford. David Elliott.

County Donegal arrival makes it five in steam at Bure Valley Railway

THE arrival of a replica County Donegal Railway 2-6-4T from Daventry-based Winslow Engineering takes the Bure Valley Railway's steam fleet to five for the first time.

The engine, costing nearly £100,000, is being delivered to the 15in gauge line at Aylsham in Norfolk on April 20.

BVR managing director Paul Conibear said: "It's a big investment but we need it to cope with the amount of traffic we are now generating."

"Last year we carried 98,000 passengers which was 10% up on the previous year, and we expect to do better in '99. "Another excellent sign is that we are now getting a large number of enthusiasts turning up."

Paul said that much help has been given by Belfast Transport Museum in building the 2-6-4T as close as possible to the 3ft gauge original. The locomotive might carry one of the names of the County Donegal prototypes.



David Shepherd's magnificent BR 9F 2-10-0 Black Prince - typical of locomotives which once worked the Stratford-Cheltenham line - bathes in the light of Toddington station on March 20 during the Honeybourne Line weekend. Steve Standbridge.

Go ahead is given for GWR Cheltenham Racecourse extension

THE green light for the Gloucestershire Warwickshire Railway's £1 million Cheltenham extension has been given by HM Railway Inspectorate - sparking a fresh wave of developments along the line.

GWR officials - whose long-term aim is to restore the former Great Western main line between Stratford-upon-Avon and Cheltenham as a heritage railway - received the long-awaited decision shortly before the line's Honeybourne Weekend gala of March 20-21.

The trackbed west of Gotherington - currently the line's southern railhead - has been cleared of vegetation ready for tracklaying over the 3½ miles to commence in June. Sufficient sleepers for the whole extension have been stockpiled in readiness along with enough rail to lay two miles of track.

Ballast for the project now needs to be bought. A share issue to raise £1 million to finance the extension was relaunched at an open day at Cheltenham Racecourse station on June 28 last year, at which GWR Collett auto-tank No. 1450 was steamed along a set of specially-laid track panels between the moss-covered platforms.

Since then, the 'temporary' tracks have not only been made permanent, but have been extended to include a headshunt running 200 yards west towards Hunting Butts Tunnel, in readiness for the 'reconnection.'

One of the first tasks at Racecourse station will be to build a new level crossing to allow race day motor traffic from one car park into another. The present place where cars cross the trackbed will

by Robin Jones

need to be moved to allow points for the new run-round loop to be installed.

The former Stratford-upon-Avon (East) signal box acquired by the GWR last year is to be rebuilt at Cheltenham Racecourse on a new brick plinth.

GWR Chairman Gary Owen said that it was hoped to complete work on the extension in 2001, with the official opening taking place the following year. When complete, it will bring the running line up to ten miles.

Furthermore, HMRI has also approved plans to reopen Gotherington station - as a halt.

At present, the beautifully-restored station building is in the private ownership of GWR member Bryan Nicholls, and passengers are not allowed to alight or disembark.



The canopy from Monmouth (Troy) is being re-erected at the GWR's Winchcombe station. Colin Tyson.

However, the opposite platform may now be rebuilt and used again as a halt - but only when GWR trains have a new terminus, explained Gary. Said by many to be a perfect recreation of the atmosphere of a typical Great Western country station, it was originally closed to traffic on June 13 1955, five years before passenger trains stopped calling at the remainder of the stations between Honeybourne and Cheltenham.

Also, English Heritage has asked the GWR to consider reinstating Hailes Abbey Halt which stood between Toddington and Winchcombe. The halt could be then used by walkers accessing the 13th-century abbey ruins.

Gretton Halt, which stood between Winchcombe and Gotherington, may also be reinstated, while Bishops Cleeve station may be resurrected only as a halt, he said.

The GWR has also received an approach from the Cheltenham-based Bugatti Owners Club to install a new halt to serve its Prescott Hill Climb course between Gotherington and Winchcombe, to aid car parking on events days.

Gary said that negotiations are now in hand with Sustrans, the Bristol-based national cyclepaths organisation, to allow a cycleway to be built alongside the GWR track between Cheltenham and Bishops Cleeve in exchange for use of the Broadway-Honeybourne trackbed, which Sustrans acquired from BR Property Board last year. However, Gary promised, the cyclepath would not be allowed to run on the trackbed itself.

● 'Between Today and Yesterday - No change for the 'Glos Works' - pages 74-77.

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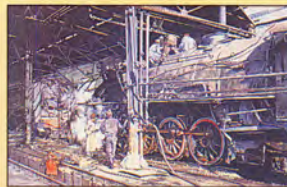
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Speedo faults lead to 66/King pairing

ALLEGATIONS that No. 6024 *King Edward I* had been speeding on the return leg of 'The Mountain King' on March 26 led to the most unlikely main line locomotive pairing so far this year – when the GWR 4-6-0 was 'topped' by a Class 66 diesel.

The bizarre combination of EWS General Motors diesel No. 66014 on the Steamy Affairs 'Welsh Marches Express' charter was enforced following an incident the previous day when No. 6024 was 'copped' by the Railtrack speed gun, apparently running at 82mph through Leyland, Lancashire, on the West coast Main Line.

Andy Saunders, corporate communications manager for EWS, said that the drivers and others on the footplate challenged the alleged speed, as the King's speedometer was reading 75mph.

Pending disciplinary action against the driver, a decision was made to attach the Class 66, on driving training duties at Crewe, to the following day's excursion. The test proved that No. 6024's speedometer was 7mph 'light' – and so no disciplinary action was taken against the Carlisle driver on the previous day's run.

*The 'Welsh Marches Express' on March 27 saw the first heritage-era excursion run through the Severn Tunnel – when Deltic D9000 *Royal Scots Grey* hauled the final leg from Newport to Paddington.

Seats left on Tyseley Pannier main line run

PLACES are still available on the Birmingham Railway Museum's Pannier tank run along the North Warwickshire Line in late April.

When No. 9600 undergoes its load test and spark arrestor trial run non-stop from Shirley to Stratford-upon-Avon at 7pm on Thursday April 29, it will be the first time that a Pannier has run on the main line in 25 years. The last time was in 1974, when the museum ran return trips from Birmingham Moor Street to Stratford behind No. 7752.

Museum chairman Michael Whitehouse said that around 150 seats on the four-coach train (256 capacity) had been sold at £15 a time at the time of going to press. Anyone wishing to travel on the train is asked to ring the museum on 0121 707 4696.

92 Squadron award

The Battle of Britain Locomotive Society, which restored Bulleid Pacific No. 34081 *92 Squadron* from Barry wreck condition at the Nene Valley Railway, shared the Heritage Railway Association's annual award for achievement by small groups with the 'Young Engineers' group at Tyseley.



Late running: GWR 4-6-0 No. 6024 *King Edward I* heads through Stout Green just before Shap on its ill-fated Pathfinder Tours 'The Mountain King' charter on March 26. James Shuttleworth.

Coal blamed for the fall of 'The Mountain King'

POOR quality Colombian coal has been blamed for the failure of GWR 4-6-0 No. 6024 *King Edward I* to climb Shap at the first attempt while undertaking Pathfinder Tours 'The Mountain King' excursion.

The Friday, March 26 charter from Bristol to Carlisle and back, in which No. 6024 ran the Crewe-Carlisle section, had appeared to be jinxed from the outset, with vandalism to the heritage diesel set to haul the first leg, the failure of its EWS replacement – and the 'clocking' of the King's crew by radar gun for alleged speeding near Preston on the return leg (see separate story, above left).

The trail of disaster began on the morning when pioneer Class 50 diesel No. 50050 was found to be unable to haul the first leg of the tour from Bristol Temple Meads, as it had been 'entered' overnight at Bounds Green depot, an incident which led to the batteries running flat. EWS Class 47 No. 47733 deputised – only to fail on the Lickey Incline, blocking the main line into Birmingham, before a replacement was sent, bringing the 12-coach train to Crewe 70 minutes late.

The King performed well on the initial stage of its Crewe-Carlisle journey, to Barton & Broughton Loop near Preston. Steve Underhill, chairman and engineering manager of the 6024 Preservation Society Ltd., then boarded the footplate – and immediately found that the fire was starting to go black, indicating poor air flow through the grate.

He cleaned out the fire and rebuilt it as best he could, but a further 14-minute delay caused by waiting for two scheduled trains to pass caused

the fire to blacken again.

By the time that the 1-in-134 climb past Carnforth, pressure had fallen from 250psi to 150psi – and, said Steve, "I knew definitely then that we hadn't got the right coal. The best crew and the best loco in the world would struggle."

The main climb to Oxenholme saw pressure fall to 120psi with No. 6024 struggling, yet the Traction Inspector on board took a decision not to enter the loop at Grayrigg but to continue the journey. By the time Grayrigg was passed, the fire started to clinker badly, the clinker "sticking like putty on the bars," said Steve.

At 12.42pm, No. 6024 ground to a halt at the bottom of the 1-in-75 climb to Shap, with 120 psi showing on the meter and "very little water" in the glass.

Fifteen minutes later, however, after Steve again tackled the fire as best he could, the locomotive was ready to restart and tackle the grade. No. 6024 slipped on the wet rail at first because the brakes were dragging, but they were soon freed and once the back driving wheels dug in and the train restarted, climbing Shap without any further problem.

Carlisle was reached 99 minutes down on the original schedule. At Carlisle Upperby, the fire was knocked out, the rear ashpan emptied and the clinker cleaned out – "there was plenty of it," said Steve – while the smokebox was found to be full of char.

A fresh fire saw the return climb over Shap trouble free with boiler pressure remaining at 220-240 psi throughout, and the remainder of the return journey to Crewe was, by

comparison, all but faultless.

That evening, the owners of No. 6024 met with their coal supplier. He confirmed that the Colombian coal which had caused the problems had been obtained from a different source to the normal Colombian supplies, which had proved excellent in the past. The supplier agreed that the coal has been substandard, and immediately delivered a fresh nine-ton consignment of the best quality fuel for the next day's Chester-Newport run.

Steve said that two-thirds of the coal on the tender had been fine – but "some slaty stuff" had become mixed in with it, leaving a lot of ash after burning.

"The build-up of excessive heat on the day melted half the bars in the grate and they had to be written off and changed," he said.

"Getting the right fuel is one of the most critical tasks and is taken very seriously. There is, however, still an element of risk in that you can never be 100% sure of the fuel's quality until the locomotive is out there on the main line. Then you're stuck with what you've got."

No. 50050 was later able to run light to Crewe to haul the return leg back to Bristol.

The failure immediately brought memories flooding back of last year's Steamy Affairs 'The Cumbrian Mountain Express' excursion on March 14 last year when No. 6024 stopped for 17 minutes at Kirkby Stephen after a blow-out caused by air being drawn out through the smokebox door, and later made a second impromptu stop just short of Crewe station due to falling boiler pressure.

Britain's highest tunnel to reopen

THE highest railway tunnel built in Britain – the 66-yard Torpantau Tunnel on the Brecon & Merthyr Railway in south Wales – is to be reopened to passengers within two years.

The 1ft 11½in Brecon Mountain Railway has started work on building a two-mile extension to its existing 3½-mile running line over the old trackbed, including the tunnel, once part of the GWR and closed on May 2 1964 under the Beeching Axe.

The western portal stands 1313ft above sea level.

The extension from the BMR's current temporary northern terminus at Dol-y-Gaer will involve a 1-in-40 climb to the tunnel and the provision of a new three-span bridge to above a road. The bridge will cost around £60,000 in materials and the three 12ft spans will be built at the line's Pant station base near Merthyr Tydfil. Also, six minor bridges will need remedial work or replacement.

BMR general manager Tony Hills said that one bridge has already been replaced and work on cutting down saplings and clearing the trackbed has already begun in readiness for tracklaying later this year.

He said that the extension will take the line through the tunnel into another valley offering superb views from the proposed new terminus.

● The highest railway tunnel still in use in Britain today is Shotlock Hill Tunnel on the Settle & Carlisle route, which stands 1153ft above sea level.

Bo'ness box will add appeal to station site

The formal reopening of the Garnqueen South signalbox at the Bo'ness & Kinneil Railway's Bo'ness terminus will make the lime more attractive as a day out for tourists, said BKR spokesman Martin Ward.

The installation of updated signalling arrangements controlled by the 1899-built 'box' will allow regular shunting movements out of the twin platforms and headshunt – making the station seem like an active railway, with plenty to watch during visits, he said.

The 'box' was formally recommissioned on March 18 when signalman Norman 'Norrie' Morrison, who worked on the last shift at Garnqueen South, waved the first train away, watched by an invited crowd. The train comprised the line's restored two Caledonian Railway coaches hauled by Neilson Reid No. 1 0-6-OST *Lord Roberts*.

Diesel gala launches Barrow Hill 1999 season



The atmosphere inside Barrow Hill roundhouse thickens with diesel fumes as visiting Class 31 D5580, owned A1A Locomotive Ltd., warms up in readiness to move on to the turntable and out to the sidings on April 10. Other locomotives are (from left) Class 45 No. 45060 Sherwood Forester; Class 37 No. 37111, AC Electric E3003, (all Barrow Hill residents) and visiting Direct Rail Services Class 37 No. 37609. Robin Jones.

TEN main line diesel and electric locomotives took pride of place at Barrow Hill Engine Shed Society's successful debut diesel gala – giving a foretaste of two major events later this year.

The 1870-build Grade II listed Midland Railway 24-round roundhouse at Staveley near Chesterfield saw two visiting DRS locomotives, Nos. 37609 and 20310, line up alongside classic heritage traction during the gala weekend on April 10/11.

The other eight comprised Barrow Hill residents No. 45060 *Sherwood Forester*, owned by the Pioneer Diesel Group, No. 37111, owned by the Class 20 Work Group, E3003 and No. 83012 from the AC Electric Group, the Class 55 Deltic D9009 *Alycidon* owned by the Deltic Preservation Society, Class 82 No. 82008 plus the Class 40 Appeal's Class 50 *Sir Edward Elgar*.

Firmly taking a back seat on this occasional were the steam engines on loan to the former 41E shed, comprising National Railway Museum-owned LMS 'Crab' 2-8-0 No. 2700, the Bluebell Railway's North London Railway 0-6-0T No. 58850 and LMS Jubilee class 4-6-0 No. 5593 *Kolhapur* and Hawthorn Leslie 0-4-OST *Henry*, both on loan from the Birmingham Railway Museum.

BHESS secretary Mervyn Allcock, who campaigned for ten years to save what is Britain's last rail-connected complete roundhouse and led the restoration programme, said that the future of the site, leased from Chesterfield Borough Council, centred around it becoming a main line locomotive operating base. He said he welcomed more approaches from locomotive owners – both steam and modern traction – and could offer both siding space and repair facilities, as well as a Railtrack connection and one-mile operating line.

Applications for grant aid for more sidings and a coaling plant were to be made.

This year, the BHESS carried off the Heritage Railway Association Annual Award for saving the shed – Britain's last working steam roundhouse – from demolition and carrying out a £350,000 restoration programme.

The big events at Barrow Hill this year include two consecutive gala events – a steam, diesel and electric weekend on July 17/18 and a steam-only weekend on July 24/25.

Steam locomotives pencilled in for these events include the Great Central Railway's Stanier 8F 2-8-0 No. 48305, Swanage Railway-based LMS Johnson 0-6-0T 'half cab' No. 41708 – a former Barrow Hill engine – the National Railway Museum's problem-hit GNR J52 0-6-OST No. 68846, (see story, page 6), along with *Kolhapur*, *Henry* and No. 58850. These will be joined by around 20 diesel and electric locomotives for the first weekend.

Sentimental Journeys charter operator Geoff Silcock, who is helping to piece together the July events, said that the shed's current resident steam engines will be specially 'adapted' for the occasion, with *Kolhapur* having a 55A shed plate attached and No. 58850 a BR 'overlay' to conceal its LMS lettering. Further details will be revealed nearer the time, he said.

"There was a quiet start to the diesel gala on the Saturday morning but later it became very busy and proved a success for everyone," said Mervyn.

Meanwhile, Mervyn revealed that he is to hold talks with the Vale of Glamorgan Railway about borrowing at least one of that line's Barry scrapyard hulks from 'The Welsh Collection,' (see *Steaming into the Barry century*, pages 36-40), with a view to potential cosmetic restoration and display inside the roundhouse – a suggestion made by *Heritage Railway* editor Robin Jones last year.

B1 set for June main line return

LNER B1 No. 1264 has been rostered to work a West Coast Railway Company return trip over the Settle & Carlisle line in June following its reassembly at Carnforth.

The locomotive has been out of action since last year's Steam on the Met programme during which its notorious firebox leaks caused it to fail.

The Carlisle-Hellfield on June 8 will follow a period of running-in on the Keighley & Worth Valley Railway, when it is expected to be the star guest at the Bronte country line's May 1-3 gala (see page 29).

WCRC operations manager James Shuttleworth said at the time of going to press that the repaired boiler of No. 1264 – one of two B1s in preservation, the other being No. 1306 *Mayflower* at the Nene Valley Railway, which is also set to return this year – was back in its frame following successful hydraulic and steam tests.

The locomotive was due to run light to Keighley towards the end of April. After the 'S&C' trip, it will join WCRC's LMS Stanier 8F No. 48151 on the company's Jacobite Fort William-Mallaig series which begins on Monday June 21 and runs to Friday September 24.

Prices for this year's Jacobite trains are £19.75 for a standard adult day return, £10.50 for a child, and £51.50 for a family of four. A 10% discount is available for parties of ten or more.

Lilla back in service

Lilla – the Penrhyn Quarries 0-4-0T saved by late narrow gauge aficionado and locomotive owner Bernard Latham in 1962 – has returned to steam on the Ffestiniog Railway following a winter overhaul.

And not only has its new owner, the Ffestiniog Railway Trust, increased its boiler pressure from 100lbs to 120lbs, but has also been fitted it with vacuum brakes – allowing it to haul passenger trains.

Boston Lodge-based project engineer Paul Lewin said: "*Lilla* is so small that it will be capable of pulling only two coaches.

"The group bought it from Bernard two years ago. Nothing had been done on it for years and years, but over the winter it has had new boiler stays, springs and pistons to replace those that came out of the quarry in 1962."

SVR's 16-mile-long Heavy Horse 'show'

by Peter Kelly

BRISTOL-based artist Ian Cryer, the organiser of this year's Heavy Horse Weekend at the Severn Valley Railway on June 12/13, is looking for extra ingredients to make a trip along the railway "a vintage show 16 miles long".

Traditionally the weekend brings horses and their cartage vehicles to station forecourts, perhaps representing a local farmer's delivery of grain or straw to be loaded on to a waiting railway vehicle – but Ian wants other collectors and restorers to play their part too.

With a bit of imagination – and, of course, the permission of land owners – fields alongside the line could feature the sights and sounds of vintage tractors and their implements at work alongside the horses – a situation which was commonplace before, during and just after the Second World War – with the workers in period costume.

As late as the 1950s fertiliser and foodstuffs were still being delivered by rail to country stations. Many farmers ordered coal by the wagonload and collected it by tractor and trailer. New implements were still being unloaded from railway



Ian Cryer and horses Rachael (left) and Truman, each with GWR road vehicles, and dog Toby make an idyllic picture at Bewdley Goods Yard, Severn Valley Railway, in April 1997.

vans and wagons for collection by customers.

Country stations were often really bustling places just before a train was due, and not all this activity was by railway staff and equipment. Passengers would be arriving on foot or by various modes of period transport at the same time as the goods for transit.

From a comfortable carriage seat, passengers would have glimpsed such charming cameos as they travelled by, and Ian Cryer wants the SVR's passengers of July 12/13 to experience the same thing.

● If you have any ideas, or wish to take part, ring Ian on 01179 9329242 for a preliminary chat.

British expertise saves day for Belgian festival

SIX days – that's all it took staff at the Forest of Dean-based Swindon Railway Workshop to repair a locomotive set to play a key role in a major European steam festival.

Marius Declerck, engineering director at the Stoomcentrum Maldegem in Belgium, rang the four-man workshop at Bream on March 24, asking if it could replace 20 foundation ring rivets in its Berlin-built Orenstein & Koppel 0-4-0, their only working 2ft gauge engine.

The locomotive was essential for the steam festival on May 1-3 when narrow and standard gauge trains at the museum near Bruges are run side by side. A local firm had quoted £3,000 for the job – and could not give any assurances that it would be successful.

Marius had previously supplied spare parts for locomotive owner Rob May's Polish Tkh Ferrum 0-6-0T No. 4015, which was rebuilt at Bream last year prior to its debut on the Cholsey & Wallingford Railway.

A swift decision was made to take on the job, and the Bream workshop quoted just £1,000 – inclusive of travel

and rivets!

Bob Meanley, chief mechanical engineer of the Birmingham Railway Museum supplied the rivets at a day's notice, while Bream's Geoff Phelps obtained a new passport from Newport within seven hours.

On the evening of Sunday, March 28, Geoff and colleague Phil Davies set off in a Land Rover laden with the necessary tools and parts, and arrived at Maldegem at 10am the following day. Work started at noon; a makeshift forge was built – and by 8pm, half the rivets had been installed.

By 3pm on Tuesday, the boiler had been caulked and satisfactorily hydraulically tested to 150% of working pressure. Geoff and Phil were back in the Forest of Dean by midnight – and turned up for work as usual on the Wednesday!

Two years ago, Phil visited Hungary for a week to obtain boiler certificates for a pair of Fowler ploughing engines – a story covered in our sister magazine *Old Glory*.

Right: Former BR Class 03 0-6-0 diesel mechanical shunter D2023 hauls the first train over the Kent & East Sussex Railway's £1.95million Northiam-Bodiam extension – a works train on March 27. This was the first run over the route since the last works train ran in 1982; passenger services ended under BR in 1954. The train is seen passing the Mile Ditch halfway along the 3½ mile extension and is running on brand new rail imported from the Czech Republic. Brian Stephenson.



Ratty Arms takes to the rails

THE Ratty Arms – the public house run by the Ravenglass & Eskdale Railway at its Ravenglass terminus in Cumbria – is to celebrate its 25th anniversary by taking to the train.

Pub staff will take over the line's saloon coach and bar during the anniversary weekend on May 1-3, during which all locomotives on the 15in gauge line will be in operation. A photo and model railway exhibition will also be staged at Ravenglass.

S160 steam tested at Llangollen

DEREK Foster's US-built S160 2-8-0, which he obtained from a Chinese colliery line, has been steam tested for the first time since arriving at its present home, the Llangollen Railway.

The tests showed that further work in the firebox was needed. The locomotive's cladding has been replaced and it is set to appear at Llangollen for the Vintage Military Weekend of May 1/2.

Wanted – one diesel shunter!

ENTHUSIASTS who have restored Bideford station in North Devon are scouring the country in search of a diesel shunter as their first motive power.

The group has relaid 300 yards of track in the station yard as far as Nuttberry Bridge, and through the sale of shares has raised £8,000 to buy its first locomotive.

Bideford Town Council has offered £1,500 towards the transport costs of bringing a locomotive to the restored station.

The group, which restored and reopened Instow signalbox to the public ten years ago, wants to extend its running line over the bridge further southwards to Torrington as funds permit.

Collett 0-6-0 back for Whitsun?

THE West Somerset Railway's Collett 0-6-0 No. 3205, out of action since April 28 last year when its main driving axle sheared, failed to make its comeback in time to appear at the South Devon Railway's 30th anniversary gala at Easter.

A new crank axle is being made by Ian Riley Engineering at Bury for fitting at the SDR's Buckfastleigh workshops. The SDR, which has the engine on a hire agreement, hopes to have the locomotive back in steam by the Spring Bank Holiday.

Jack at Stonehenge

FORMER Granton, Edinburgh, gasworks Barclay 0-4-0T Jack will star in the Leighton Buzzard Railway's 80th anniversary event on June 26/27.

Jack is scheduled to arrive on the line by May 16 when it will make its debut at Stonehenge works at the start of the Bedfordshire line's Museums Open Day.

Aln Valley Railway's £3m Lottery Fund bid rejected

RESTORATIONISTS fighting to rebuild the three-mile North Eastern Railway Alnwick branch in Northumberland have been dealt a body blow with the rejection of a £3million bid from the Heritage Lottery Fund.

The Aln Valley Railway Trust, which began work on the scheme in 1995, had raised £100,000 to pay for feasibility studies to mount a 'professional' bid for Lottery cash.

The rejection of the bid in late March will also mean that the Trust will not receive a £500,000 grant from the European Regional Development Fund announced a year ago, because it was dependant on match funding.

Trust chairman Stuart Manley said that talks with an unnamed Government agency were planned within the next few weeks as a last-ditch measure to find alternative funding. If that failed, he said, the project could not take off and he would resign as chairman.

The scheme, which would involve relaying the branch from its former junction with the East Coast Main Line at Alnmouth in one fell swoop rather than piecemeal as in the case of other heritage railways, had received support from Railtrack and inter-city train operator Great North Eastern Railway. Train operator Northern Spirit was also poised to run commuter services on the line.

Altogether, the Trust had secured promises of backing worth £2million, from sources including Trust president the Duke of Northumberland, Barter Books (based at Alnmouth station), Viz Comics and computer firm Tagish, which would have match funded the Lottery cash. Engineering firm Sir Robert McAlpine had offered to carry out the civil engineering at cost price. The scheme involved the 'very expensive' replacement of two missing

bridges, one over the A1 trunk road and the other across the main road leading into Alnwick, which were removed soon after the branch closed in 1968.

Stuart warned that the Lottery snub could have serious implications for other heritage railway schemes, especially 'new generation' lines. In the refusal letter, the HLF said that "priorities lie with conservation and housing of heritage assets rather than substantial new development" and "the funding of major new infrastructure (e.g. track for railway preservation societies) will have a low priority by comparison with repair and conservation projects".

He said that the Trust was also unhappy with the fact that the HLF refused direct talks with the project leaders before making the decision, against which there is no appeal.

"We are hoping to start talks with a Government agency in the next few weeks to find alternative funding," said Stuart. "If that fails, and unless something else comes out of the blue, then I believe that we will have to pack it in. I can't see another way through apart from pipe dreams and more pipe dreams."

"At the annual general meeting of our supporting society which was held just two days before the refusal came, our members voted to continue no matter what. If we do not obtain funding, I would resign as chairman, but there is no harm in the society continuing to have a presence to keep the flame alive, especially if the Government steps up support for reopening branch lines at a later date."

'Terrier' Knowle back after 36 years

LBSCR A1X 'Terrier' 0-6-0T *Knowle* - which last ran in 1963 - has returned to steam on the Kent & East Sussex Railway following a major overhaul.

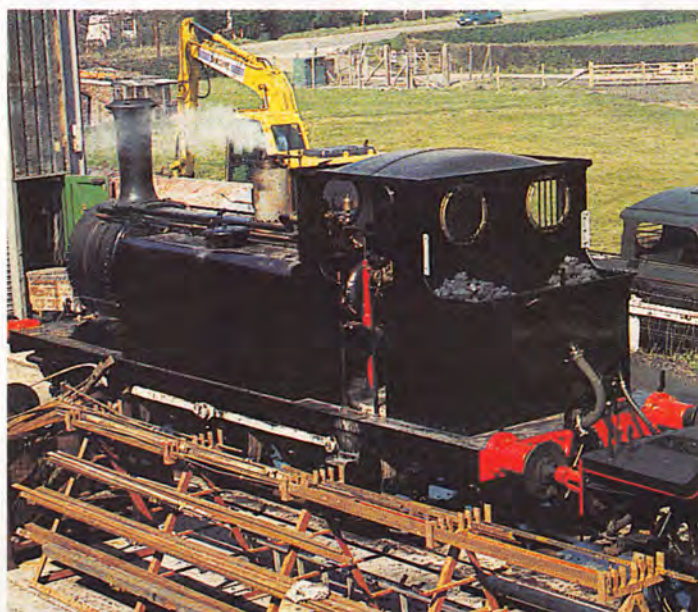
The engine, BR No. 32678, worked regularly on the KESR both in its days as an independent light railway and in the BR era - and survived an incident in which it was overturned when the line became flooded.

No. 32678 took part in the final train from Robertsbridge when the line closed to passenger traffic on January 2 1954. It ended its BR days as a dock shunter at Newhaven, where it was the last locomotive to be allocated to the shed there.

It was then sold to Butlin's and became a static display at the firm's Minehead holiday camp alongside Coronation Pacific No. 46229 *Duchess of Hamilton*. Eventually it was sold to present owner Rick Edmondson, reaching Rolvenden in the mid-1980s.

During the overhaul, No. 32678 it lost the extended bunker fitted during its Isle of Wight days in the 1930s.

It will formally re-enter service at the KESR Spring Bank Holiday steam-up on May 30/31. At present outshopped in its 1940s guise of black livery, labelled 'Southern' and



Back in steam after 36 years - 'Terrier' 0-6-0T no. 32678 at Rolvenden on the Kent & East Sussex Railway on March 31. Gerald Siviour.

carrying the number 2678, it will eventually be repainted in LBSCR livery and handle the line's Victorian train.

No. 32678 was steamed at Rolvenden on March 31. Also

present on the day was the new boiler for KESR 'Terrier' No. 3 *Bodiam*, which will be fitted when the locomotive's overhauled chassis returns from Ian Riley Engineering at Bury later this year.

Repairs see 'Black 5' run at Sheringham

IAN Storey's LMS 'Black 5' 4-6-0 No. 44767 was able to fulfil its duties at the North Norfolk Railway's 'Thomas the Tank Engine' weekend on April 10/11 – after its owner made emergency firebox repairs.

Problems with the engine became apparent at Easter when the pressure reached 40 psi and there was a small spray of steam on the footplate. NNR director Gordon Eckersley said a crack had developed in an "old war wound" in the firebox.

As attempts to hire the Battle of Britain Locomotive Society's Bulleid Pacific No. 34081 92 *Squadron* failed because of a charter commitment on its Nene Valley Railway base, Ian, who runs an engineering business in Morpeth, Northumberland, had his own staff carry out repairs at Weybourne before No. 44767 was passed by a boiler inspector in time for the event.



Standard 4 tank No. 80136, which emerged from long term restoration last year, nears Cheddleton during a Steam Recreations charter on March 27. John S Whiteley.

Now for main line charters - as Churnet Valley plans extension

THROUGH main line charters from Stoke-on-Trent and a two-mile extension to Kingsley & Froghall by next year are the new goals for Staffordshire's Churnet Valley Railway.

The line, which occupies part of the North Staffordshire Railway's Leekbrook Junction to Uttoxeter line, recently won a Heritage Railway Association 'highly commended' annual award for its purchase of the line from Leekbrook to Oakamoor, and reopening from Leekbrook to Consall completed last summer.

Following the successful £200,000 appeal to buy the line, director Andrew Morrey said that the next stage will be to provide a run-round loop at Leekbrook Junction, which passenger trains can currently reach only by push-pull working, by June.

The loop, to be funded by a bank loan, will also mean that five-coach trains will be able to run over

the whole line without the need for expensive top-and-tail working.

The railway aims to extend from Consall to Kingsley & Froghall by summer 2000, taking the running length to 5½ miles. The station site is next to the A52, improving visitor access with enough land for substantial facilities to be developed.

Another share issue to fund this extension is planned for the coming months, but work on track clearance is already under way. Also next year, a passing loop is scheduled to be provided at Consall, increasing the line's capacity at peak periods.

Meanwhile, the mothballed freight line from Stoke to Caldon Low – which passes through Leekbrook Junction – is set to be reopened for limestone traffic from the Tarmac and Blue Circle quarries. The refurbishment of the freight line –

which once linked in with the narrow gauge Leek & Manifold Light Railway – raises the possibility of charters accessing the Churnet Valley Railway.

"We've had some informal talks with potential operators who are starting to think about it," said Andrew. "Once the line is open we will make a formal approach."

Another possibility from the reopening of the Caldon Low line is restarting a freight service from Moneystone sand quarry at Oakamoor, near the line's eastern end.

However, Andrew said, there are no immediate plans to extend passenger services over the two miles of line from Kingsley & Froghall to Oakamoor sand sidings, where the railway's carriage and wagon department is based, and Oakamoor station beyond, as developing facilities at Kingsley & Froghall must take priority.

Marsh aims to take Mid-Hants to the top

Newly-installed Mid-Hants Railway chairman Phil Marsh said that he intends to place the Watercress Line among the top three heritage railways in the country.

Phil, well known for his involvement with the development of Buckinghamshire Railway Centre at Quainton Road for many years, said his first step will be to introduce a new company structure, which he aimed to have ratified by the board on April 25.

"They have made a loss every year for the past five or six years. They had 115,000 visitors last year and still made a loss, which is incredible. We need to smarten the operation up."

A THROUGH running of the Mid-Hants Railway's Daylight Railtours 'Green Train' – hauled by John Bunch's Standard 5 4-6-0 No. 73096 – proved the highlight of the West Somerset Railway's highly-successful Spring Steam Gala.

Manned apart from the locomotive crew entirely by volunteers, the sell-out ten-coach train ran 141 miles from Alton to Bishops Lydeard, arriving only three minutes late due to signalling, after touching 75mph west of Castle Cary. From Bishops Lydeard it was hauled to Minehead by GWR 4-6-0 No. 7820 *Dinmore Manor* and recently-restored Ivatt 2-6-2T No. 41312 – which arrived by road on loan from the Mid-Hants.

It was the first time in the heritage

railway era that a charter starting on one independent line has run over the main line and on to another, said WSR general manager Mark Smith. The 'Railways of Somerset Remembered' gala was also visited by Great Western Trains HST *Glorious Devon* from Paddington chartered by Cheshire Railtours which ran through to Minehead.

The event also commemorated the 125th anniversary of the opening of the railway to Minehead. A total of 4,812 passengers were carried during the March 19-21 gala despite poor weather on the Saturday and Sunday, and trains were running full to capacity. Not only that, but real ales introduced from Cotleigh Brewery in Wiveliscombe sold out by Friday evening and a fresh supply

had to be ordered.

WSR-based GWR large Prairie No. 4160 failed with superheater problems on the Saturday and was left on static display at Minehead on the Sunday, while the Somerset & Dorset Railway Trust's Peckett 0-4-0ST *Kilmersdon*, which was due to shunt at Washford station, proved unserviceable.

Due to the lack of turntable facilities, No. 73096 ran with its support coach back to Westbury to turn at Bradford Junction. The Green Train was collected from Bishops Lydeard by RES Class 47 diesel No. 47776, which hauled it to Westbury where the Standard 5 was waiting. The return journey to Alton doubled up as No. 73096's spark arrestor trial – which it passed.

'Green Train' at WSR anniversary gala



MCP bought by Ian Allan

LEICESTERSHIRE-BASED mail order business Midland Counties Publishing has become the latest acquisition by Ian Allan.

The purchase also includes Midland Publishing, the company's transport publishing division. The two firms will continue to operate from their Hinckley offices.

Ian Allan Publishing, based in Surrey, recently acquired railway imprint OPC.

Ticket inspector stole from GCR

A GREAT Central Railway ticket inspector has been placed on probation for a year and ordered to do 40 hours community service after pleading guilty to three charges of stealing cash totalling nearly £1,000.

Loughborough magistrates heard on March 19 that Philip Sharp of Nottingham had since repaid the money to the heritage line.

'Brighton' coach back

RESTORED LBSCR bogie first coach No. 7598 will return to traffic on the Bluebell Railway as part of a vintage branch line train formation during the Spring Bank Holiday weekend on May 29-31.

Two Hibberds for Lavender Line

TWO former Royal Navy Hibberd Planet diesel-mechanical shunting locomotives have been bought for use on the Lavender Line in Sussex.

The 1960s-built locomotives were purchased from Queenborough Rolling Mill on the Isle of Sheppey by a group of Lavender Line volunteers, along with several wagons (see separate story).

Both have been out of use for several years, but the line aims to carry out minor repairs so one can be pressed into a service as a regular shunting locomotive.

This season, traffic on the Isfield-based line will be handled between the Hunslet Austerity 0-6-0 given the BR 'identity' of No. 68012, and Class 73 Bo-Bo diesel No. 73003 Sir Herbert Walker.

This scene, one of the most dramatic of all on Britain's railway network, could have been lost forever had the Swanage Railway not pulled away from the brink of financial collapse in 1991. Here, GER-design N7 0-6-2T No. 7999, on the first day of its loan period from the East Anglian Railway Museum, leaves Corfe Castle station on March 14, with the magnificent ruins of the castle overlooking the village in the background. Following the collapse of earlier moves to loan it to the Mid-Norfolk Railway, the N7 will stay in Purbeck for the summer. Mervyn Turvey.

Wareham next stop - Swanage Railway launches £122,000 appeal for 'last mile' link

AN appeal for £122,000 to rebuild the 'missing mile' of track to reconnect the Swanage Railway to the main line has been launched.

The money is needed to reinstate the missing infrastructure between the railway's current western terminus of Norden and Railtrack metals at Catseye bridge half a mile from Furzebrook sidings, making the former LSWR branch complete once more and, in theory at least, allowing through running to Wareham.

Much work has already been completed on the trackbed beyond the Norden park-and-ride station, which was created with local authority assistance to provide a public transport 'hub' serving the traffic-congested Isle of Purbeck by interlinking road and rail services.

Signalling and other equipment for use on the stretch of line has been recovered from London's Croydon Tramlink project and moved to the

railway, along with two footbridges.

The breakdown of costs for the last mile are: ballast and drainage - £25,000; building a replica LSWR signalbox at Swanage and installing a new signalling system - £40,000; other singling and telecommunications work - £9,000; sleepers - £20,000; infrastructure surveys £12,000; fencing - £6,000; bridge repairs - £5,000 and £5,000 for contingencies.

The 3,600 members of the Southern Steam Trust, many of who supported the line's Operation Millstone cash appeal, are now being asked to dig deep into their pockets again, to realise the line's ultimate goal.

Operation Millstone was a key part of measures which, under the guidance chairman Bill Trite, helped reduce the railway's overdraft from £250,000 and near extinction following a financial crisis eight years

ago to £63,000 by February this year. The crisis came after debts mounted during the building of the extension to Corfe Castle from Harman's Cross - before members realised that the necessary Light Railway Order had not even been applied for, a situation that ended with the resignation of general

manager Mel Norris. The trust, a registered charity and the line's membership body, owns the assets of the railway.

Work on filling in the gap was due to start last year, but had to be postponed because of intensive demands on the line's permanent way gang elsewhere. Bill said that a start on tracklaying could be made within the next few months, with the 'golden spike' connection being made inside two years.

However, of more pressing importance are the negotiations between Railtrack and Train Operating companies with regard to running services over the completed branch, he said.

The favoured option would be to allow TOCs to run services from outside on to the branch, with the current heritage steam operations continuing to terminate at Norden. The western stub of the branch to Furzebrook and the half-mile headshunt beyond are used by traffic taking liquid petroleum gas from BP's adjacent Wych Farm field, and any restrictions on types of traction here would need to be taken into account.

The Swanage Railway's two Class 108 two-car DMUs, Nos. 52048 and 51919, the mainstay of the present peak summer evening service, could be plated for main line use and leased to outside TOCs, suggested Bill.

"We now face the last great hurdle which must be overcome before the Swanage Railway project realises the ultimate aim of its founders," he said. "It is now up to us to finish the job. What we would really like is to see specials running from London to Swanage."



The newly-cleared trackbed between the Swanage Railway's Norden station and the Furzebrook headshunt - waiting for tracklaying to start later this year. Andrew P. M. Wright/Swanage Railway.

Stone trains to return to West Somerset Railway - hauled by Western Campaigner



Class 52 D1010 departs from Blue Anchor with the 7.30pm Bishops Lydeard-Minehead passenger working on July 5 1997. The Western class locomotive could be hauling 'real' freight trains over the heritage line next month. Don Bishop.

STONE shipments are set to return to the West Somerset Railway in May - in a bid to save the line from being chopped in half by the sea.

And the locomotive traction which could be used to haul the stone trains to the point west of Doniford Beach Halt, where sea and wind erosion has worn the cliff edge to the point where it is only 30ft from the running line, is the Williton-based Class 52 diesel hydraulic *Western Campaigner*.

During 1997-98, the WSR carried more than 100,000 tonnes of stone to repair Minehead's sea defences after a storm surge breached them on October 28 1996, flooding the Bristol Channel resort.

The stone was brought to Minehead from Merehead Quarry in the Mendip Hills by EWS using that company's Class 37 diesels, in a major exercise which proved that

heritage lines are capable of handling large quantities of freight if required.

While local residents praised the railway for taking heavy lorry traffic off unsuitable local roads, it was the WSR itself that was next in line to be threatened by Mother Nature.

Twenty-five years ago, the cliff edge over the beach was 100ft away from the line, but it has slowly been eaten away year by year ever since. The last cliff fall at Doniford came in October 1996.

WSR general manager Mark Smith said that the current scheme will involve EWS bringing stone, again from Merehead Quarry, to Bishops Lydeard station.

From there, the WSR will take a few wagons at a time to Doniford, where, after the last public service has run each day, the stone blocks will be tipped over the cliff edge on

to a bed of sand made below. From there, they will be moved into position to protect the foot of the cliff.

He said that the most likely locomotives to be used for the run were 1962-built Western Campaigner or Dr. John Kennedy's Class 25 No. 25173, which arrived on the line 18 months ago.

"We have been awarded grant aid of £40,500 from the ministry of Agriculture, fisheries and food for the work to be done, but we are now waiting for the allocation of the money before we can get started.

"If all goes well, the first stone trains will run in May. We are looking at carrying around 1,500 tonnes of stone plus 2,500 tonnes of filler material.

"There is only a limited amount of space on the cliff edge to unload the stone so we will be taking only a few wagons to Doniford at a time."

Mid-Hants set for starring TV role

A NEW series of the BBC's *One Foot In The Past* series will feature the Mid-Hants Railway.

The series, which deals with architecture and social history, is to look at the resurgence of British steam in the heritage era. One episode of the series, to be broadcast in the coming weeks, will feature Standard 4 4-6-0 No. 73096 and Ivatt 2-6-2T No. 41312.

The railway has featured in several other TV programmes including *Songs of Praise*.

Carey steps down

LONGSERVING Welshpool & Llanfair Light Railway general manager Andy Carey has stepped down after 35 years on the line.

Andy joined the 2ft 6in gauge line in 1964 and became a full-time employee in 1979, rising to the position of assistant general manager two years later. He became general manager in 1989.

He will remain a life member of the railway and has taken up a new role at Powys Castle, run by the National Trust.

The railway is seeking a new general manager and former commercial manager Frank Cooper is handling the job in a caretaker capacity.

'Tram-jamboree' at Crich museum

A SPECIAL 'Tram-jamboree' event in which restored vintage trams recreate a complete day's working and rush hour is to be held at the award-winning National Tramway Museum at Crich, Derbyshire, on Sunday May 16.

Welsh footbridge for Winchcombe

A FOOTBRIDGE which once allowed Swansea schoolchildren access to their playing fields has been acquired by the Gloucestershire Warwickshire Railway for re-erection at Winchcombe station.

The bridge formerly stood near the rear of Llandore shed, and was taken down after a series of incidents involving stones being dropped on to passing trains.

The school agreed to Railtrack requests for it to be removed, and the dismantled parts were acquired by the GWR for a token sum.

Southern 4SUB electric unit purchase completed

CELEBRITY 4SUB third rail electric unit No. 4732, which was restored by BR to Southern Railway green livery for its latter years in service in the early 1980s, has been bought from ROSCO Forward Trust by 4SUB Preservation Ltd.

The purchase in March safeguards the future of the unit, inherited by the Eversholt leasing company when BR was privatised, and in turn passed to Forward Trust when Eversholt was sold.

Although very high profile when it was repainted as a celebrity unit as the last to receive a classified repair in 1982, the '4SUB' has become something of a 'forgotten' unit in recent years as it disappeared from the public eye.

Chairman of 4-SUB Preservation Ltd Graeme Gleaves paid tribute to the forbearance of Forward Trust in retaining the unit in storage at the Kineton MOD depot in Warwickshire, without which the unit would not have survived.

Restoration of the 4SUB will be undertaken at the Coventry Railway Centre by the SERA, and as *Heritage Railway* went to press, moving of the unit to the centre next door to Coventry Airport at Baginton was imminent.

The SERA is also responsible for the care of the sole surviving Merseyside Class 503 unit, one car of which is at the Coventry Railway Centre and the other at Birkenhead Tram Museum, Liverpool Overhead Railway Trailer First No. 7 at Coventry, the National Collection's Southern Railway 2BIL unit No. 2090, which is at St. Leonard's Railway Engineering and South Tyneside 2EPB unit No. 930053, residing on the Rother Valley Railway at Robertsbridge.

The SERA is also seeking to preserve a Class 501 third rail unit, as formerly used on the North London line from Broad Street, from surviving vehicles in Departmental and military use.



Left: Ivatt 2-6-0 No. 46521 and GWR Mogul 2-6-0 No. 7325 double head a photo charter organised by 26D Rail Re-creations at Severn Lodge on the Severn Valley Railway on March 26. Geoff Lee.

Free entry in period costume

Visitors to the National Tramway Museum at Crich in Derbyshire will be allowed free entry on July 18 – if they turn up in Edwardian or Victorian costume.

The aim is to recreate the atmosphere of a century ago in the museum's period townscape for the day, with regular tram trips on offer throughout the event.

Bressingham grant aid sought - including *Royal Scot* main line return

BRESSINGHAM Steam Museum is preparing a major bid for grant aid to return its LMS Stanier 4-6-0 No. 46100 *Royal Scot* to the main line - and improve its visitor facilities.

The Norfolk museum's officials are set to apply for major funding, possibly from the Heritage Lottery Fund, within the next few weeks, to finance the rebuilding of No. 6100 – which could cost up to £250,000.

The museum's primary aim of returning *Royal Scot* to steam is to recommence the one-time hugely successful footplate rides offered the visitors on Bressingham's short standard gauge running line, which were discontinued following objections from HM Railway Inspectorate in the late 1970s.

However, while the locomotive is seen as a major crowd-puller at the Diss museum during the summer months when the associated gardens are open, the aim is for it to earn its keep during the autumn, winter and spring months.

Bressingham special projects director David Madden said that although restoring the locomotive to MT276 standard for running on the main line was the most prominent aim, what was considered more important was the return of its footplate rides duty.

"Hiring it out for main line charters or to run at another railway or steam centre is the only way of ensuring that we will have the money to pay for it when its ticket runs out in ten years," said David.

Already, talks have been held with the Severn Valley and Great Central railways about overhauling the 7P, possibly in exchange for a contract hire agreement to allow it to operate on one of those lines during the winter months. Approaches have also been made to Ian Riley Engineering of Bury for the work to be done.

He said that he hoped to extend the running line at Bressingham and also improve its three narrow gauge lines. The reintroduction of footplate driving courses could include visitors

'trying their hand' at driving a traction engine or even a steam boat. "We want to offer a total steam experience here," he said.

Also, other standard gauge engines at Bressingham, such as industrial Beyer Garratt 0-4-0+0-4-0T *William Francis* from Baddesley Colliery in Warwickshire - Britain's only surviving standard gauge articulated Garratt locomotive - and LBSCR 0-6-0T 'Terrier' *Martello* could be considered for restoring to running order for use on the running line, said David.

No. 6100 is not the original *Royal Scot*. The Bressingham locomotive was built as No. 6152 *The King's Dragoon Guardsman* in 1930, exchanging identities with the 'real' No. 6100 for a US tour in 1933 and keeping its 'alter ego' afterwards.

It was brought to Bressingham by the museum's founder Alan Bloom in 1970 after spending eight years as a static exhibit at Butlin's Skegness holiday camp.

New Bodmin & Wenford connection to improve access

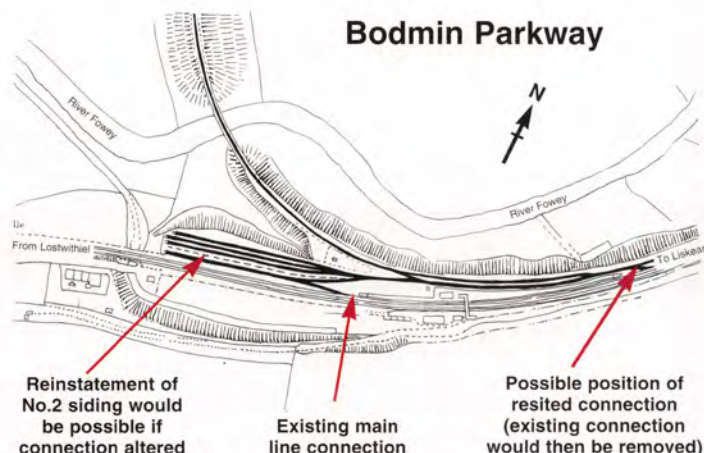
THROUGH trains could be running from Railtrack metals directly on to the Bodmin & Wenford Railway next year, if a scheme by the heritage line for a revised connection is implemented.

At present, trains accessing the former GWR branch to Bodmin General cannot run directly on to it at Bodmin Parkway station. Instead, stock has to be shunted on to the BWR's No. 1 interchange siding, accessed by a point at the western end of the up platform.

The siding can take a maximum of four carriages. From there, BWR has to pull any locomotive-hauled train back into the branch platform and run round it before leaving for Bodmin General.

Under a new track arrangement drawn up by BWR special projects director Ian Nisbet, the Railtrack connection will be moved to the eastern end of the up platform, formerly known as Bodmin Road.

Trains of any size would then have



The track layout at Bodmin Parkway station showing the proposed new Railtrack connection to access the Bodmin & Wenford Railway.

direct access to the branch. There would still be problems for trains approaching on the down line from the Plymouth direction, but they would be able to run round at Lostwithiel, the next station on the main line, and return on the up line before backing on to the branch.

Ian, however, reckoned that the situation would be a considerable improvement on the present arrangement. He said: "We wanted to have the green Hastings five-car DMU run on to the branch on August 11, the day of the total eclipse over Cornwall, but it will not fit into No. 1 siding. The exchange system as it stands is very difficult to operate."

"The present connection is wearing and will need to be replaced. It could be renewed as early as next February."

A revised connection could boost the BWR's hopes of returning to Wadebridge and eventually Padstow (see page 26), as it would make the heritage line more attractive to Train Operating Companies.

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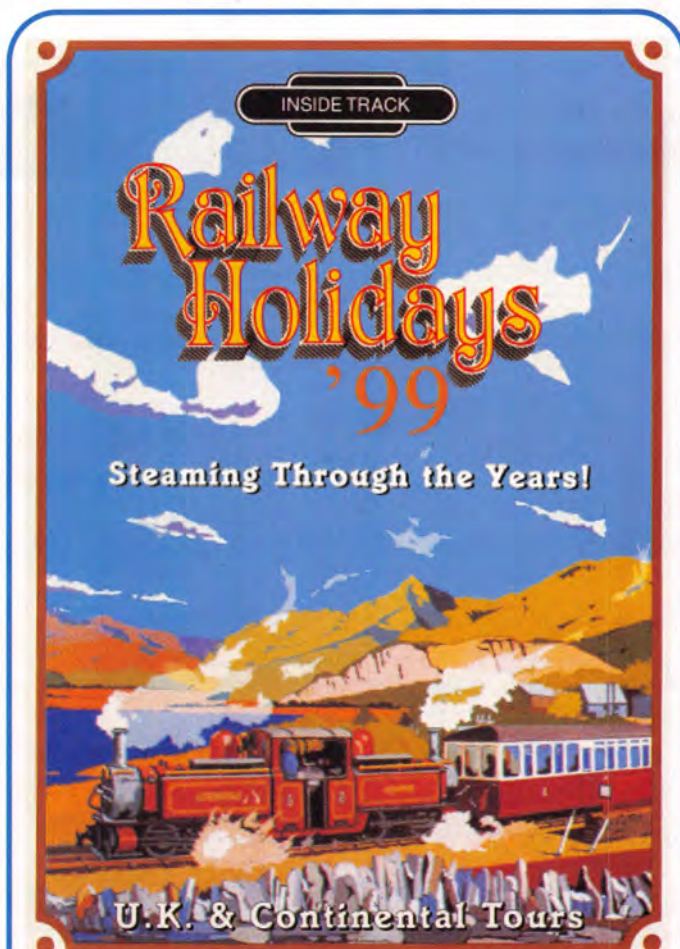
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Green 107 DMU in passenger service

OPERATION of 107 Ltd's three-car set of Class 107 DMU cars began on 6 April on the Embsay & Bolton Abbey Railway.

Now fully restored to BR green livery, the unit was running daily in the week after Easter. Driving cars Nos. Sc52006 and Sc52031 entered preservation on the East Kent Railway and were at the Eden Valley Railway before arriving at Embsay, while Trailer No. Sc59791 was formerly based at the Battlefield Line.

Pannier No. 9466 for C&W

DENNIS Howells' Class 94XX 0-6-0PT will be working on the Cholsey & Wallingford Railway during June and early July.

The Severn Valley Railway's Thomas' locomotive, 0-6-0T *The Lady Armaghdale* will be on the railway for the 'Friends of Thomas' weekend, July 17 & 18. Services early in the season were being topped and tailed by Class 08s *Lion* (the former Guinness locomotive, BR No. 08022) and *George Mason* (BR No. 08123).

Bluebell's prize coach wins another

The Bluebell Railway's recently-restored Maunsell brake composite coach No. 6686, highly commended in the Heritage Railway Association's Coach Of The Year Award, won the Particular Excellence Award for the most novel stand idea while being exhibited at the Travel Trade Fair at the National Exhibition centre in Birmingham in late March.

GER saloon returns to Essex

GER Family Saloon No. 37, once based at the East Anglian Railway Museum but now in the ownership of restorer Stephen Middleton, will return to the Chappel & Wakes Colne during May to be piped with vacuum braking and receive signwriting.

The carriage, for whose restoration Stephen Middleton won a Scania Heritage Transport Award, will play a major part in the EARM's celebrations marking the 150th anniversary of the opening of the line through Chappel & Wakes Colne station.

NER Y7 0-4-0T, built at Gateshead in 1891, is being hired from the Middleton Railway for the celebrations which culminate in a gala event on July 4, completed with triumphal arch and guests in Victorian costume.

A welcome in the valley

THREE members of the Estonian Museum Railway on a UK factfinding mission at the instigation of the Heritage Railway Association have toured facilities at the Llangollen Railway during their visit.

'Furness Railway' double header debut

REBUILT Furness Railway 0-4-0 tender locomotive No. 20 is to make its public debut on a double-headed 'FR' train at its Lakeside & Haverthwaite Railway base.

While No. 20 will have a press launch at Haverthwaite station on Friday, April 22, its first official public steaming will be on the line on Sunday, April 25.

The railway plans to have No. 20, built by the Manchester firm of Sharp Stewart in 1863, double-heading a train of two blood-and-custard liveried Mk. 1 coaches – which came into existence 90 years later – along with Hunslet Austerity 0-6-0ST No. *Cumbria*, to give the impression of a Furness Railway train.

Cumbria, works No. 3794, was built 90 years after No. 20 for the army, and was originally supplied to the Longmoor Military Railway. It was acquired by the Lakeside & Haverthwaite Railway – part of the Furness Railway system – from Shoburyness in 1973...and painted in Furness Indian Red livery three years ago.

The reason for tank's non-authentic livery was the celebrations held to mark the 150th anniversary of the Furness Railway.

No. 20 was among a batch of similar A5 class engines sold off by the railway in 1870 when they became considered obsolete in view of the growing amount of traffic. They were stripped of their tenders and converted into saddle tanks to



The Victorian splendour of No. 20 - as recreated by the Furness Railway Trust - is only too evident as the locomotive undertakes its trial run past Newby Bridge on February 10. Tim Owen.

work at the Barrow Haematite Iron & Steel Co.

It worked at Barrow until 1960, when it avoided being sent to the scrapyards by being donated to the town's George Hastwell School as a static exhibit.

Eventually acquired by the Furness Railway Trust, it was rebuilt over two years by a small band of active members spearheaded by chairman Tim Owen at a cost of £140,000, with £97,500 coming from the Heritage Lottery Fund. The project involved obtaining a new boiler - and

building a new tender from scratch.

Tim said that No. 20, which was first steamed in public at Haverthwaite on January 13 following final reassembly at Marconi Marine at Barrow, would work the first train of the day on April 25, the 10.35am from Haverthwaite, and probably more of the six scheduled services on that date.

● The remarkable story of No. 20 was outlined in the April edition of *Heritage Railway's* sister magazine *Old Glory*.

'Nothing to fear' from Buxton-Matlock rebuild

PEAK Rail chairman Jeremy Clegg said that the Derbyshire heritage line has nothing to fear from new Railtrack plans to rebuild the former Midland Railway main line between Buxton and Matlock.

Studies into the passenger and freight-carrying potential of the line which closed in 1968 has led to the route being singled out by Railtrack as a diversionary route for the West Coast Main Line.

The rebuilding plans were outlined in Railtrack's Network Management Statement released on March 25 – which said that another defunct main line, the Stratford-upon-Avon-Cheltenham route partially occupied by the Gloucestershire Warwickshire Railway, also has potential for rebuilding to carry freight.

At present, Peak Rail, which was set up in the early 1970s to reinstate the 19¼ mile route, operates heritage trains from Matlock Riverside station to a terminus at Rowsley South, a total distance of four miles. Original attempts to start rebuilding the line from Buxton were abandoned in 1989 when Peak Rail sold most of the site to Buxton Mineral Water, using the £325,000 profit to start operations from the eastern end.

However, if Railtrack were to rebuild the line as double track, it would encompass the single Peak Rail heritage line – leading to a track sharing deal.

Jeremy scotched reports that Peak Rail could be thrown off the trackbed. "We have 23 years left on our lease of the trackbed from its owner, Derbyshire Dales District Council.

"They could not come along and give us notice to quit – we would have to be bought out. Also, we have the Light Railway Order.

"While I have to protect our railway, the members, shareholders and volunteers, I realise that this is the way that our railway could be built."

He said that negotiations would take place as to whether Peak Rail would have to upgrade its entire rolling stock to main line standard to run heritage services from Buxton to Matlock over a Railtrack-rebuilt route. The right to run such trains would be an essential part of any agreement, but whether stock would need to be upgraded – the likely scenario – would depend on talks with health and safety officers.

Jeremy said that the next stage would be the design work for the rebuilt line – and an agreement could be reached by all parties "within the next year."

In addition to acting as a major diversionary route for Scotland-London traffic, the line could also carry limestone from the vast quarries at Buxton – and provide passenger trains for visitors to the Peak District National park, where nightmarish traffic congestion at summer peak periods has led to calls to close the park off to motorists at certain times.

Gary Owen, chairman of the Gloucestershire Warwickshire Railway Society, said: "We own our trackbed and would expect to work with Railtrack to reinstate the line. I'd like to stand at Toddington, watch freight go through and think 'there's some income for our railway.'"

SDR launches fresh bid to buy Buckfastleigh-Totnes line

SOUTH Devon Railway officials have begun a new bid to buy the freehold of their seven-mile line.

The picturesque former GWR branch is owned by Dart Valley Railway plc, which operates the Paignton & Kingswear Railway – and which threatened to close the Buckfastleigh-Totnes line in 1990 after it made losses of up to £100,000 a year during the previous decade.

At present, the SDR, a charitable trust which was launched by members of the Dart Valley Railway Association to prevent the closure, pays the DVR £40,000 a year in rent for the line and Buckfastleigh workshops. The DVR also takes rent from the station café and nearby Buckfast Butterfly Farm and Dartmoor Otter Sanctuary.

Since the SDR took over the line, it turned the annual losses into a substantial surplus, using largely volunteer manpower. The surplus has been reinvested in the line.

The SDR's lease on the Buckfastleigh workshops and sheds expires in three years' time, although the lease on the track has 17 years to run.

SDR general manager Richard Elliott confirmed that an undisclosed sum offered to the DVR for the purchase of the line had been rejected, but he hoped that talks would continue.

Richard said that rumours abounded as to the future of the Buckfastleigh site and potential redevelopment of parts of it, and he wanted to see the SDR to either buy the line or agreement a commercial rent to remove the uncertainty as to its future.

"We would not be able to run the railway without our workshop facilities, and we now have too much historic rolling stock to be able to withdraw from the workshops in three years' time," he said.

It was proving very difficult to obtain grants or loans to improve facilities, such as the building of a

new loco shed and toilet block, while there was only a short lease," said Richard. Also, the SDR has long-term aims to build a new line to the branch's original Ashburton terminus, replacing the original formation now largely buried beneath the A38 Plymouth-Exeter trunk road.

The cost of the new route would be £4million, and last year a team of students from Exeter University produced a study showing the scheme to be feasible, but the remainder of the line would have to be secured before substantial grant aid would become a possibility.

"We need the Dart Valley Railway to decide what they want to do with the site."

DVR plc general manager Barry Cogar said that the company was not interested in selling off its assets. However, he said, the board would listen to the approach by the SDR and discuss it.

The DVR was set up in the early 1960s by a group of businessmen who had the foresight to see that with the demise of steam imminent, a tourist railway operating steam traction could become profitable. After looking at the GWR Moretonhampstead and Kingsbridge branches, they eventually acquired the Buckfastleigh line. However, when the Paignton-Kingswear line was offered for sale by BR, the company wasted no time in buying it – provoking jibes that their next bid would be for Paddington-Penzance.

South Devon Railway acquires 'Last' Class 25 from East Lancashire

Class 25 Bo-Bo diesel D7612 – said to be the last of its type to operate under British Rail – has been bought by the Buckfastleigh-based Diesel Traction Group.

The Derby, 1966-built locomotive was acquired from a group which had previously based it on the East Lancashire Railway.



Newly-arrived Class 25 diesel D7612 shunting at Buckfastleigh on Easter Sunday during the South Devon Railway's 30th anniversary weekend. Robin Jones.

Arriving at the South Devon Railway from Bury via a low loader on March 31, the two-tone green liveried locomotive made its debut at the line's 30th anniversary weekend at Easter, carrying out shunting operations around Buckfastleigh station on the Sunday.

A spokesman for the new owners said it was believed that D7612 was the last Class 25 to run under BR, under which it carried the numbers 25262 and 25901. Although it was officially withdrawn from traffic in March 1987, it continued to work around Carlisle for another month. It was understood to be the first Class 25 to work on the Totnes-Buckfastleigh line, which has seen visits by Class 31s and 47s hauling weedkilling trains.

It is planned to have D7612 haul passenger trains on specified occasions. It will run during the Thomas the Tank Engine weekend of May 1-3 and the 'Anything Goes' event on May 30-31, in which all types of traction will be operated.



LMS 'Black 5' No. 44806 hauls a mixed freight train heading along the Dee valley from Llangollen during an 8A Railcharters run on the Llangollen Railway on March 31. The photographers were accommodated in the WR Fruit D van next to the brake van, which is equipped with seats and equipped with lighting to provide illumination while passing through the Berwyn Tunnel! John Shuttleworth

Green light for Welsh Highland - but waiting must continue



Manchester-built Beyer Garratt articulated South African Railways NGG16 class 2-6-2+2-6-2 NG154 weaves its way through the desert landscape with a freight working on the Port Shepstone-Harding line in Natal on July 19 1977. Such locomotives will be running through some of the most stunning mountain scenery in Britain within the next few years, providing that John Prescott's agreement in principle to allow the Welsh Highland Railway to be rebuilt is rubber stamped. Mike Squire.

The Ffestiniog Railway has won its case to rebuild the 22-mile Welsh Highland Railway from Dinas to Porthmadog. In a sensational announcement made in Easter week, Deputy Prime Minister John Prescott gave the go-ahead for the reinstatement scheme - provided certain conditions are met.

In a special news report, Robin Jones looks at the plan to reconstruct what is now set to become one of the world's greatest heritage lines.

THE waiting is over, the nailbiting finished. On Thursday, April 8 came the announcement from Whitehall that all railway enthusiasts had awaited with bated breath for the previous 18 months.

Deputy Prime Minister John Prescott had finally given the 'thumbs up' to the scheme by the Ffestiniog Railway to rebuild the 22-mile Welsh Highland Railway between Dinas and Porthmadog.

The prospects opened up like blue sky in a sea mist...not least of all a through connection with sister line the Ffestiniog Railway. Imagine the ability to ride behind classic steam locomotives for nearly 40 miles each way through some of the most stunning mountain landscapes in Europe, and the numerous possibilities for heritage trains and unlimited photo opportunities.

However, the long-awaited green light must remain on amber for the time being, for Mr. Prescott has ordained that at this stage he is only

"minded to approve" the granting of a Transport & Works Order necessary for rebuilding the line.

The final decision, he ruled, must await the outcome of a survey of the rock faces along the length of the line in the spectacular Aberglaslyn Pass, crossed by the railway via a series of short tunnels. The study will identify any danger from rockfalls, and see if remedial measures necessary to tackle any such problems will be acceptable in environmental terms.

However, in giving support to the reinstatement of a line that closed before World War Two - albeit only provisionally - Mr. Prescott overturned the decision of the Department of the Environment, Transport & The Regions inspector who said that the TWO should not be granted.

The Inspector, Mr. W. B. Thrush, who presided over the inquiry which ran from December 1997 to January last year, and took into account 389 objections plus a petition signed by 184 people

opposed to the railway, came to the conclusion that there were insufficient benefits to the national park to outweigh the disadvantages. He said that were the railway being built anywhere other than a national park, the benefits to the wider public interest would outweigh local disadvantages.

Mr. Prescott, however, ruled that the reinstatement of the WHR could take place in accordance with existing Government policy on major developments in national parks, which provides for such developments to be allowed "in exceptional circumstances," when they can be subjected to "the most rigorous examination" and when they could be "demonstrated to be in the public interest."

The Deputy Prime Minister also found that the Inspector had interpreted the idea of a local economy "too narrowly" in restricting it to the park. Mr. Prescott said that he was affording greater weight to economic benefits which would take place outside the park.

Mr. Prescott said that the environmental case for the railway was "finely balanced," but he took into account the fact that the formation of the railway already existed. He said that as a result, the rebuilding of the WHR could be accommodated within the setting of the Snowdonia National Park, without damaging its natural beauty, wildlife or cultural heritage. While he agreed that the railway restoration should be carried out to high environmental standards, he considered that this could be achieved through the planning process.

The FR must now arrange for a survey of the Aberglaslyn tunnels to be undertaken. The specification for the survey and the choice of surveyor must be agreed in advance with the Snowdonia National Park Authority, which originally supported the reinstatement of the WHR line - but changed its mind and made a complete U-turn only days before the public inquiry started.

Any scheme for implementing remedial works to prevent rock falls must be referred back to Mr. Prescott - or the new Welsh Assembly - for the final decision on the application for the TWO and then the final planning direction. If and when the final



Left: The start of a new railway. The trackbed to Porthmadog is hidden behind the trees to the right of the line's Funke diesel Castell Caernarfon. Owen Jones.

go-ahead is given, by whoever, then the first phase of construction will be undertaken.

This will involve the section from Dinas to Rhyd Ddu, a distance of about 12 miles.

Funding for this section - to the tune of £4.3million - has already been agreed with the Millennium Commission. The aim is to have at least part of it open by 2000.

FR chairman Alan Heywood said that the first three-mile section to be rebuilt will be from Dinas to Waunfawr, where the remains of the original station will be taken down brick by brick and resited for renovation.

It was planned to build the section in three separate places, Dinas, Waunfawr and a central spot to ensure its completion by 2000 if possible.

Funding for the remaining ten miles to Porthmadog has not yet been sourced, he said. It should take another five years to build this section, which will involve a tramway-style crossing of the A497 over the Britannia Bridge in order to access the FR's Harbour station and relink the two lines once more.

Building is also likely to start from the southern

end under the helm of the original revivalist group which has campaigned since 1961 for the line to be reinstated.

The Ffestiniog Railway's plans to rebuild the line announced in the 1980s were viewed as cynical by the Welsh Highland Light Railway Company (1964) Ltd., which operates its own base at Gelert's Farm on the outskirts of Porthmadog, using a 3/4-mile length of the former exchange sidings between the WHR and Cambrian Railways standard gauge line for running its large collection of heritage traction, including 1906-built Hunslet 2-6-2T *Russell*, the flagship engine from the original WHR.

The 1964 company had tried in vain for two decades to obtain powers to rebuild the line, and at first believed that the FR wanted to acquire the trackbed to prevent a rival operation being set up on its doorstep. However, it soon became clear that the FR was serious about the complete reinstatement of the line - and had the muscle to attract the funding and implement the gargantuan scheme.

The longrunning dispute between the 1964 company and the FR was

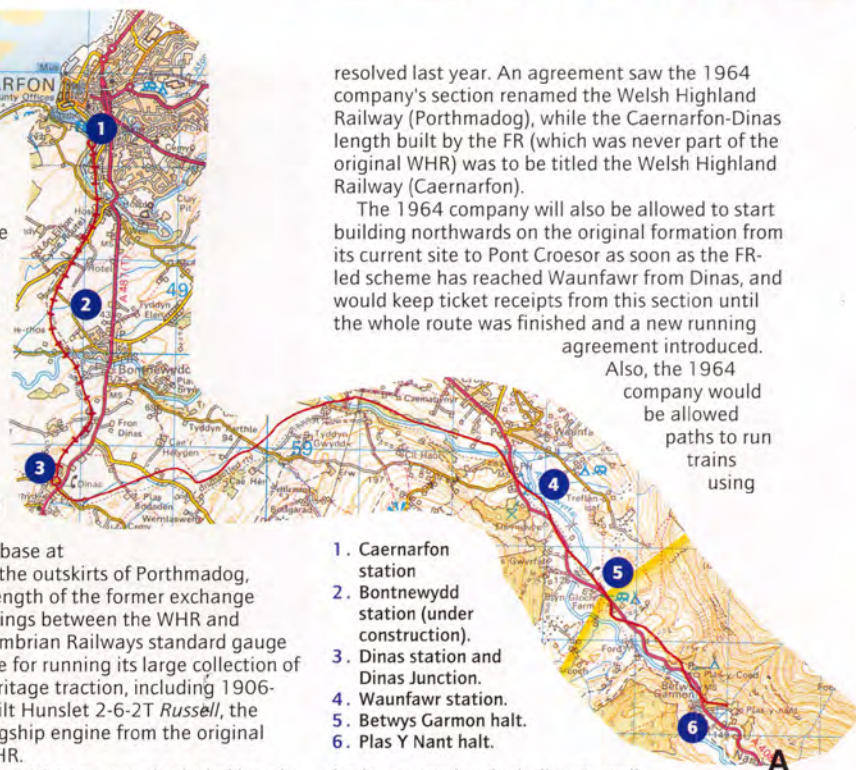
resolved last year. An agreement saw the 1964 company's section renamed the Welsh Highland Railway (Porthmadog), while the Caernarfon-Dinas length built by the FR (which was never part of the original WHR) was to be titled the Welsh Highland Railway (Caernarfon).

The 1964 company will also be allowed to start building northwards on the original formation from its current site to Pont Croesor as soon as the FR-led scheme has reached Waunfawr from Dinas, and would keep ticket receipts from this section until the whole route was finished and a new running agreement introduced.

Also, the 1964 company would be allowed paths to run trains using



The way ahead through Dinas road bridge. The cutting at the far end needs emptying and the floor needs to be lowered. Owen Jones.



1. Caernarfon station
2. Bontnewydd station (under construction).
3. Dinas station and Dinas Junction.
4. Waunfawr station.
5. Betws Garmon halt.
6. Plas Y Nant halt.

heritage traction, including *Russell*.

In his statement Mr. Prescott said: "I have given much thought to the complex issues surrounding this finely-balanced case. Having weighed all the evidence, I am minded to grant the powers which would allow the Ffestiniog Railway company to reconstruct the Welsh Highland Railway."

"I am, however, very aware of the particular sensitivity of the Snowdonia National Park through which the railway would run. That is why I have asked the company to undertake a detailed survey of the rock faces in the vicinity of the Aberglaslyn tunnels. This will identify whether any remedial measures are necessary to enable the railway to be

The right line: the right place: the right decision



HERITAGE RAILWAY

OPINION

THE original Welsh Highland Railway was a scheme well ahead of its

time - and as such, was doomed to failure. Its 1920s promoters saw a fortune to be made from conveying visitors through Snowdonia, as by then Caernarfon and Beddgelert were firmly on the tourist map.

However, those days were decades away from the time when the motor car would unlock the possibility of cheap travel for millions of ordinary families rather than the well-to-do. Few could afford to travel by train to Porthmadog simply for the luxury of riding by narrow-gauge railway through breathtaking mountain scenery, and so the WHR withered and died.

Times have changed, and Snowdonia is a massively-popular destination for holidaymakers and daytrippers, so much so that the few roads which cross the central region can in summer become as congested as a busy city arterial route in the rush hour.

Re-enter the Welsh Highland Railway. What better way to enjoy a definitive cross section of this stupendous scenery than from a railway carriage, unfettered by queues and the need to find non-existent parking spaces?

Those who say that the railway will damage the peace and tranquillity of the environment are talking utter nonsense. The South African Garratt articulated locomotives may be giants of the narrow gauge world,

but the line on which they will travel will make as much impact on the monumental Gwynedd upland landscape as a thread of cotton running through a football pitch. A dozen or so passing trains a day is surely infinitely preferable to the endless stream of motor coaches and frustrated drivers we have at present. Providing that the tickets are priced to sell and the Ffestiniog Railway's marketing strategy is bang on target, the WHR will attract more tourists to the region while drastically reducing the negative effect that the existing numbers have.

Victorian North Wales made its fortune through narrow gauge railways which served the slate mines and quarries. The modern WHR will bring fresh prosperity for the 21st century in a region hard hit by unemployment.

John Prescott was absolutely right to overturn the recommendation of the Inspector that the Transport & Works Order to rebuild the line should be refused, having the far-sightedness, or rather, simple common sense, to look at the implications of the scheme outside the park as well as within its boundaries.

Much noise was made by Labour before the last election about its commitment to 'green' transport and redeveloping railways wherever possible. Unlike many promises made by all of the main political parties, John Prescott has here been true to his word. I sincerely hope that his decision will set a precedent which will help other worthwhile rail revival schemes, like the Bodmin & Wenford Railway's plan to rebuild the Wenfordbridge branch for clay traffic, in the face of opposition for little more than the sake of it.

Robin Jones
Editor



John Prescott riding on the front of the Severn Valley Railway's Standard 4 tank No. 80079 at Birmingham Snow Hill station at the reopening of the GWR Snow Hill-Stourbridge line - now named 'The Jewellery Line' - on September 24 1995. Courtesy Birmingham Evening Mail.

reinstated in this location, and, if so, how they can be undertaken in an acceptable way.

"It is essential that we know the full implications of the reconstruction of the railway at Aberglaslyn before a final decision is made on the scheme as a whole."

The Ffestiniog claims that the scheme will generate around 100 full-time jobs, some on the railway, some on the building work and others in the local economy. It will become one of the largest employers in Snowdonia. The area suffers from 7.5% employment, one of the highest rates in Britain, and is soon to be classified as one of the European community's most-deprived areas.

The railway intends to help local unemployed youngsters find work wherever possible, and preference will be given to Welsh sub-contractors.

Where slate mining once held sway, tourism is now the dominant factor in the local economy, often restricted in growth by the poor weather traditionally associated with the mountains. The railway, which has already been welcomed by businesses in Caernarfon, is seen as capable of reversing the recent decline in visitor numbers, and it has been estimated that the scheme is likely to generate £4.2million a year in the local economy by attracting an extra 125,000 visitors.

Objectors at the public inquiry claimed that narrow gauge trains would cause rock falls, damage properties along the route - and run over children at level crossings.

One of the more ludicrous moments at the often-heated two-month hearing came when a barrister representing the interests of farms who objected to the plans said he had thought that they involved a rack railway line the Snowdon Mountain line. The difference between an ordinary railway and a rack-and-pinion version had to be pointed out to him.

Also, an officer from the Highways Directorate of the Welsh

Office raised objections to the proposed crossing of the Britannia Bridge at Portmadoc to achieve a link with the Ffestiniog Railway. He claimed that the tramway-style crossing would make the trunk road unsafe - but then conceded that he had never seen a tramway in operation, and knew that they could be operated safely.

Why did Snowdonia National Park Authority change its mind and formally object to the line just before the public inquiry started, railway supporters asked long and hard.

When the park authority drew up its draft Eryri Local Plan in 1996, shortly after the body came into existence following local government reorganisation, the 18 members supported the Welsh Highland scheme - along with the Corris Railway's rebuilding plans on the park's southern fringe. But shortly before the inquiry was due to begin in December 1997, the authority received a handful of objections. It was then that members changed their minds.

The authority's solicitor Kevin Dent said that



It may have worked overseas - for South African Railways to be exact - but it came from Manchester in 1958 and is as British-built as a LNER A4 or GWR King. The three 2-6-2+2-6-2 Beyer Garratts which have been re-imported for use on the reconstructed Welsh Highland Railway dwarf the Ffestiniog Railway's famous steam locomotives - observers have commented that the Garratts appear as standard gauge locomotives on 2ft gauge lines. No. 138 is seen at Caernarfon, the northern terminus. Dale Smalin.

with the inquiry looming so close, the situation "caused them to have a hard think."

When fears were sounded about the tranquillity of the park being shattered by the noise of steam trains passing through, the authority changed its position - despite advice from the body's paid officers who said that they had no sustainable grounds for doing so.

Summing up at the inquiry, which ended in January last year, FR barrister Russell Harris commented that "the quality of the park authority's decision-making process must be open to question."

On March 9, the scheme received an early boost when the findings of the public inquiry into the Eryri Local Plan was published. Mr. John Davies, the inspector at that public inquiry ruled that reinstatement of the line was in the public interest and would fight traffic congestion rather than harm the beauty of the area.

However, objectors were at the time of going to press preparing to receive copies of the Department of the Environment, Transport & The regions report to see if they have any grounds to challenge the decision.

One of the leading opponents of the scheme, farmer Richard Williams, whose land is crossed by the line, and chairman of Gwarchod (Guardians), a local group formed to fight the rail scheme, said: "I see this decision as more of a political statement than anything else, especially with the Welsh Assembly elections coming up."

"It is the second time in this matter that a Minister has overturned the findings of an

Inspector, the first being in 1993 when a Light Railway Order was being sought. It is with concern that I find it has happened again.

"I doubt if it will bring more tourists into the area. The actual amount of extra tourism may be only in the short term and it will be to the detriment of the beauty of the national park.

"Also, it is an intrusion into the livelihoods of the farmers.

"We will definitely fight it. We are waiting to see the report to see if we have grounds for an appeal."

The railway, which was praised by the Inspector at the public inquiry for the thoroughness of its case, argued that there will be important environmental benefits stemming from the reinstatement, most prominently, the easing of motor traffic on unsuitable roads.

Both main WHR stations, Caernarfon and Portmadoc, are outside the national park and will allow visitors to park their cars and ride through at their leisure - hopefully, leaving the roads less busy. The railway estimates that up to 11,000 car journeys a year will be prevented.

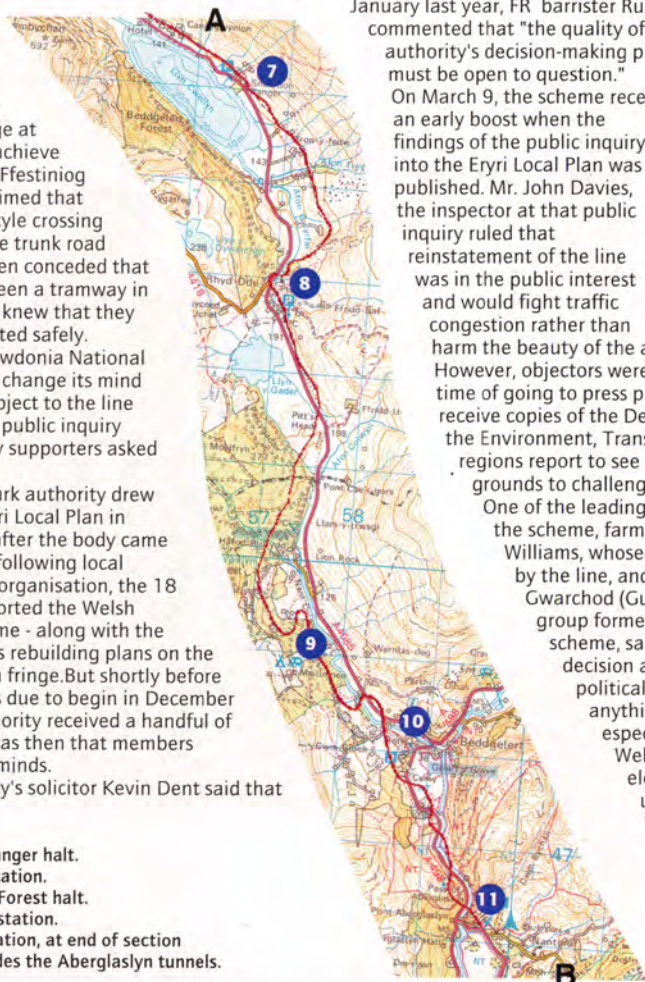
Because an alternative to the car will exist for the tourist, steps might then be taken by the national park to restrict entry by motorists at peak periods. New footpaths alongside the route will also encourage people to leave their cars behind in favour of taking the train, walking or cycling - a successful cyclepath already runs alongside the Caernarfon-Dinas section which has been open to passengers for 18 months.

Mike Hart, chairman of the Ffestiniog Railway Company, said: "There is still work to be done to reassure the Government that work can be carried out to avoid the risk of rockfalls in the vicinity of Aberglaslyn tunnels in the national park without causing undue harm to the environment.

"We shall undertake a thorough an extensive study in the very near future and would aim to give Mr. Prescott the results as soon as possible.

"In the meantime we are pleased he has recognised the economic benefits and the potential integrated transport opportunities the railway will bring to the region. At the same time we are glad that he and the Inspector at the public inquiry were satisfied with the environmental issues raised.

"This is an important day for the railway, and,



7. Snowdon Ranger halt.
8. Rhyd Ddu station.
9. Beddgelert Forest halt.
10. Beddgelert station.
11. Nantmor station, at end of section which includes the Aberglaslyn tunnels.



subject to meeting the Government's one outstanding concern, we are looking forward to taking this Millennium project forward."

FR general manager Alan Heywood said: "We are not really disappointed about the fact that we can't start work right away, but we have been in touch with the Millennium Commission and there should not be any problem with the funding."

"If the Minister has highlighted something which he feels is a safety matter that needs further attention, we will happily comply."



One of the tunnels in the Aberglaslyn Pass which have caused some concern for John Prescott, who has asked for a survey into the danger of rockfalls to be carried out before he gives final approval to the reinstatement of the line, seen here in 1935. FR Archives.

"We were particularly pleased about the fact that there was no objection to the road crossing at Portmadoc where the Welsh Highland line will join the Ffestiniog Railway."

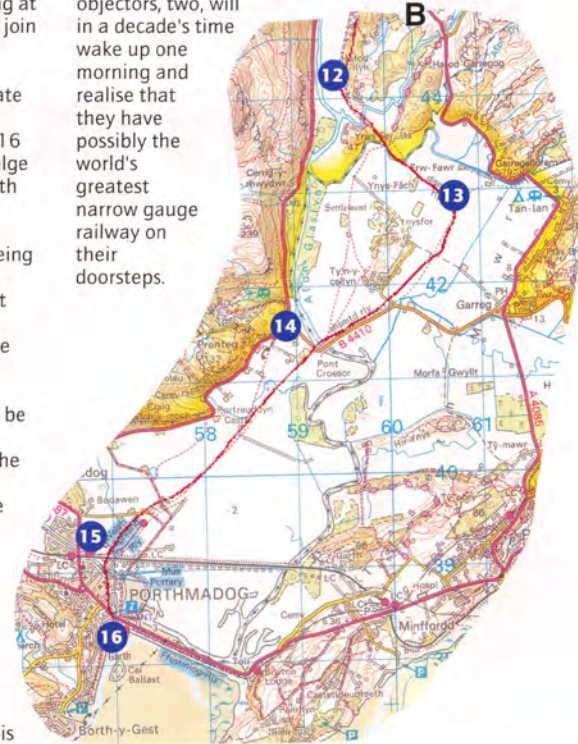
He said that at the moment, there is no intention to buy further motive power to operate the line. The railway already has three Manchester-built South African Railways NGG16 2-6-2+2-6-2 Beyer Garratts and two Franco-Belge NG15 2-8-2 tender locomotives, also from South Africa, and in need of restoration.

In addition, the line also has the 1909-built prototype Garratt, 0-4-4-0T No. K1, which is being reassembled by volunteers at the Birmingham Railway Museum. Thos, the world's first Garratt articulated locomotive was supplied by Beyer-Peacock to Tasmania but later preserved by the Manchester builder and donated to the FR in 1965. The FR found it unsuitable for the clearances on their line, but on the WHR it will be able to come into its own.

Alan said, however, that the line might seek further additions to its fleet in the future, once the existing locomotives had all been restored. David Morgan, chairman of the Heritage Railway Association, told *Heritage Railway*. "I am both delighted and encouraged. The decision is very positive. It is very encouraging that Mr. Prescott saw the plus side and the nonsense of not having a public transport system running through the national park."

All now hinges on that final survey before that final rubber stamp is inked. Those who supported the railway do not need to be convinced

about the scheme's merits. It may well be that the objectors, two, will in a decade's time wake up one morning and realise that they have possibly the world's greatest narrow gauge railway on their doorsteps.



12. Hafod Y Llyn halt.
13. Junction with the former Croesor Tramway.
14. Pont Croesor halt.
15. The Welsh Highland Railway (Portmadoc) base at Gelert's Farm.
16. Portmadoc Harbour station - which will be used by both Ffestiniog and Welsh Highland trains.

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History of the Welsh Highland and associated lines

1825: Dinas was first linked to Caernarfon via the horse-drawn Nantlle Railway, which was authorised to carry slate from quarries in Nantlle Vale to the nearest harbour and opened in 1828, to 3ft 6ins gauge. Its building involved locomotive pioneers George and Robert Stephenson.
1832: Ffestiniog Railway was authorised to carry slate from the Blaenau Ffestiniog quarries to Portmadoc.
1852: Caernarfon linked by standard gauge railway to the Chester & Holyhead Railway.
1856: Nantlle Railway introduces passenger trains.
1858: Carnarvonshire Railway proposed. This involved building a tunnel beneath Caernarfon to link Nantlle Railway and standard gauge stations in the town - and build a standard gauge link to Portmadoc via Pen-y-Groes. It also wanted to build a Caernarfon-Waunfawr and Betws Garmon link.
1860s: Most of Nantlle Railway converted to standard gauge.
1864: Croesor Tramway built from Portmadoc to Croesor slate quarries.
1870: Carnarvonshire Railway

bought by LNWR. Caernarfon-Dinas-Afon Wen line becomes standard gauge link with the Cambrian Railways' Portmadoc-Pwllheli line.
1872: Act of Parliament incorporates the North Wales Narrow Gauge Railways, a scheme to build a network of narrow gauge lines across North Wales modelled on the Ffestiniog.
1877: First NWNCR line opened from Dinas to Bryngwyn and Llyn Cwellyn; passengers carried that August.
1878: Line was being extended to Rhyd Ddu - only to go into receivership.
1881: NWNCR survives - and reaches Rhyd Ddu.
1900: NWNCR given powers to extend to Beddgelert, by then a popular tourist haunt. The extension was not built.
1901: Portmadoc, Beddgelert and South Snowdon Railway incorporated by Act of Parliament.
1904: NWNCR merges with PBSSR.
1916: NWNCR suspends passenger traffic.
1922: Freight services on NWNCR ceases. Welsh Highland Railway Company set up to take over rights of both NWNCR and PBSSR and complete Dinas-Portmadoc link.

Dinas-Rhyd Ddu reopened to passengers, connection built between WHR and Ffestiniog at Portmadoc over old Croesor Tramway.
1923: First through WHR-FR trains run.
1924: Light railway empire builder Colonel H. F. Stephens takes over as WHR/FR chairman.
1927: WHR calls in receivers.
1934: FR leases WHR for £1 for a trial six-month period.
1936: Passenger services on WHR cease.
1937: WHR ends goods services.
1939: FR ends passenger services as war breaks out. WHR track requisitioned as scrap for war effort.
1942: FR rid itself of WHR lease.
1944: WHR wound up and placed in hands of receivers.
1946: Debt-hit FR closes down.
1961: Welsh Highland Railway Society set up to reopen line and begin negotiations with the liquidator of the 1922 company - who dies before they are concluded.
1964: Welsh Highland Light Railway (1964) Company set up.
1980: The 1964 company sets up on a site at Gelert's Farm in Portmadoc, alongside original trackbed.

1980s: Revived FR declares interest in WHR formation.
1992: Light Railway Order application made to take WHR assets out of receivership.
1995: FR granted powers over WHR assets by Secretary of State for Transport.
1997: FR builds narrow gauge line built on old LNWR route between Caernarfon and Dinas, which closed in 1964. Opened as first stage of new WHR.
Public inquiry into Transport & Works Order application for the rebuilt WHR begins.
1998: Public inquiry held into Snowdonia National Park Authority's Eryri Local Plan, which objected to the WHR rebuilding after originally supporting it. Dispute between 1964 company and FR-led rebuilding scheme resolved.
March 1999: Eryri Local Plan inquiry Inspector rules in favour of WHR reinstatement scheme.
April 8 1999: Deputy Prime Minister John Prescott announces that he is minded to approve the TWO application despite objections. Survey of rock faces at Aberglaslyn tunnels carried out.
2000: First Dinas-Waunfawr trains?

Padstow – now the ultimate goal Railway expansion plans

THE London & South Western Railway's Wadebridge-Padstow line – opened 100 years ago and considered to be one of the most beautiful of all coastal railway routes – may be rebuilt under new plans by the Bodmin & Wenford Railway. The heritage line is to invite talks with North Cornwall District Council over the possibility of extending from its present railhead at Boscarne Junction to Wadebridge, which survived as a freight-only line until 1978.

However, the railway's special projects director Ian Nisbet said that extending the railway to the port of Padstow, an increasingly popular tourist destination famous for its 'Obby' Oss festivities on May 1 and, more recently, TV chef Rick Stein, was now the ultimate aim.

Padstow, the furthestmost point of the LSWR 'Withered Arm' and the final destination of the Atlantic Coast Express, saw a rich variety of main line traction, from Bulleid Pacifics to M7 0-4-4 tanks, Beattie 2-4-0 well tanks and the legendary T9 4-4-0 Greyhound class, the sole survivor of which, No. 120, also celebrates its centenary this year. The last passenger services to Padstow, from Bodmin Road, were withdrawn on January 30 1967, four months after the LSWR Okehampton-Wadebridge route closed.

In recent years, the BWR has been campaigning for the right to reopen the former goods line to Wenford china clay dries on the western edge of Bodmin Moor, a scheme originally backed by the district council. However, when protesters fighting to keep the trackbed intact in its recent incarnation as a section of the Camel Trail long-distance footpath and cycleway forced a High Court decision on November 26 1997 quashing the Light Railway Order for

the line. Days later, the council withdrew its backing, and subsequently the railway has been pinning its hopes on the findings of an environmental impact assessment study to support a renewed bid for consent to rebuild the Wenford line, which last carried freight in 1983.

Supporters of the railway scheme argued that it would take heavy lorries carrying china clay off totally

unsuitable narrow country lanes and centuries-old stone bridges. However, English China Clays International, which operates the clay dries, is now looking at building a pipeline to ferry china clay slurry direct from the Bodmin Moor clay pits to dries elsewhere, circumventing the need for road or rail transport.

Ian revealed that the BWR has been promised support by both

Virgin and Great Western Trains with regard to through booking for tickets to Bodmin and Wadebridge, the planned first phase of expansion.

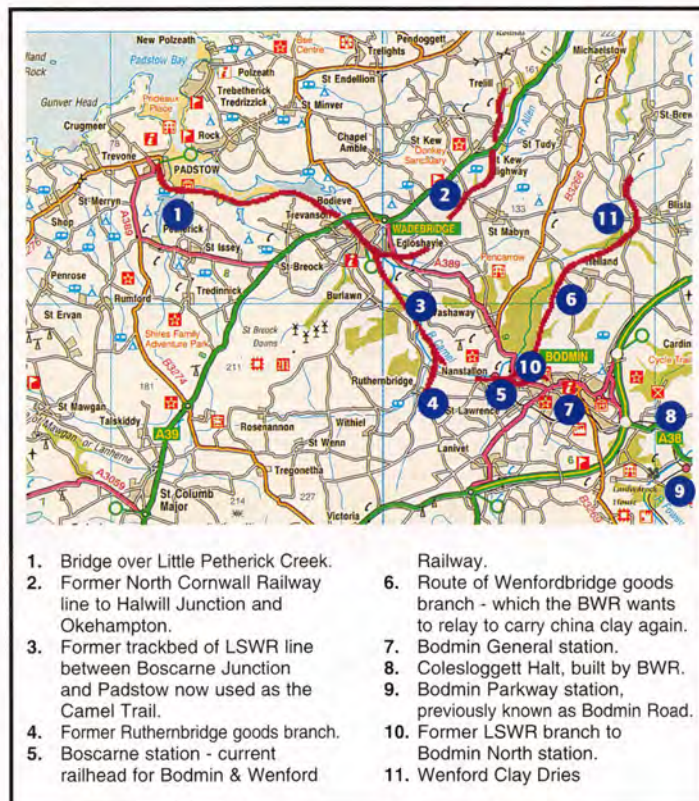
Wadebridge station, which also served the North Cornwall line to Okehampton, now has a new lease of life as the John Betjeman centre, named after the poet laureate who drew much inspiration from the locality and who is buried at St. Enodoc's church near the sailing resort of Rock. A housing estate has been built on the trackbed and while it would be possible to run a replacement railway through it tram style, it is doubtful as whether permission would ever be granted.

Ian said that current BWR plans involve building a new station, leaving the option for a further extension past the town following the bank of the River Camel, which widens into an estuary immediately beyond Wadebridge. From there, the original formation to Padstow, 5½ miles away, which offers sweeping views of the Camel estuary and the open sea beyond, could be followed.

That section includes the famous triple-span girder bridge built on a 20-chain radius curve above Little Petherick creek a mile before Padstow, where the station building is now used as the offices of the local town council and surrounded by a massive car park for tourists. A new terminus site would probably be needed.

The biggest objection to the restoration of the line is the fact that the trackbed is now part of the Camel Trail. Whereas the railway claims that the uphill Wenford section is used by cyclists only sparingly, the Padstow-Wadebridge section has become a major cycle route. Several cycle hire businesses have set up at either end, and would

by Robin Jones



1. Bridge over Little Petherick Creek.
2. Former North Cornwall Railway line to Halwill Junction and Okehampton.
3. Former trackbed of LSWR line between Boscarne Junction and Padstow now used as the Camel Trail.
4. Former Ruthembridge goods branch.
5. Boscarne station - current railhead for Bodmin & Wenford

6. Route of Wenfordbridge goods branch - which the BWR wants to relay to carry china clay again.
7. Bodmin General station.
8. Colesloggett Halt, built by BWR.
9. Bodmin Parkway station, previously known as Bodmin Road.
10. Former LSWR branch to Bodmin North station.
11. Wenford Clay Dries

Vintage Welsh pair returning to steam

TWO century-old tank engines which were owned by pre-Grouping independent lines in South Wales are to return to steam this year after extensive rebuilds.

Taff Vale Railway 02 class 0-6-2T No. 85 will mark its centenary by returning to traffic on the Keighley & Worth Valley Railway by June following a £100,000 rebuild.

Reassembly of the locomotive is well advanced with the boiler, which passed its hydraulic test in December and first steam test on January 17, new tanks, new cab and new bunker on the frames by April.

After the absorption of the Taff Vale Railway by the GWR in 1923, No. 85 was sold to Lambton

Collieries in Philadelphia, Co. Durham, where it worked alongside the two Lambton tanks now based on the North Yorkshire Moors Railway.

Restoration work began after No. 85 arrived on the KWVR in 1970, but the task was considered too great at the time and it was left in Oxenhope shed until 1989, when a new project team began work.

"It really is a fantastic job that they have done on it," said KWVR Society vice chairman David Pearson. "It was built to haul coal wagons and is extremely powerful."

At the Severn Valley Railway, Hudswell Clarke 1900-built Port Talbot Railway 0-6-0 saddle tank No. 813 will be making a long-awaited comeback.

Taken into GWR ownership in 1908 along with Duffryn Yard depot where it was based, it was sold to Backworth Collieries of Northumberland in 1934.

Moved to Bridgnorth in 1967 following a public appeal to save it, subsequent restoration attempts found that many parts were seriously worn. It appeared at the Shildon 'Rail 150' event in 1975, and following remedial work was steamed for light shunting duties at Bewdley in 1985, appeared at Didcot that year for the GW 150th anniversary celebrations, but was still not in good condition.

A total rebuild began at Bridgnorth three years ago. SVR marketing manager John Leach said that No. 813 (its GW number) will probably be used to haul two three-coach specials on gala weekends.

I for Bodmin & Wenford



LSWR T9 'Greyhound' 4-4-0 crosses the famous curved bridge over Little Petherick Creek with a train bound for Padstow in 1958. Serious concerns have been expressed as to the future of this bridge, which now carries the Camel Trail footpath and cyclepath; however, if funds were available it could be repaired and carry a railway as well once more. Colin Hogg.

go out of business if the path was closed.

Ian, 63, a retired resource and contracts manager for the chemicals and minerals division of Railfreight, said that the railway accepted without question from the outset that the cyclepath would have to stay, and talks would need to be held with landowners to accommodate it alongside the trackbed. This would push the total cost of reinstating Boscarnie-Wadebridge to £4million, and Wadebridge-Padstow to as much as £7million.

It was planned, Ian said, to seek funding for the project under Cornwall's new European Community Objective 1 status. A primary aim would be to run public transport services for the local community rather than just steam trains for enthusiasts and holidaymakers, and DMUs might be hired for the purpose. The railway's ex-Barry GWR

Prairie tank No. 5552 – now approaching the later stages of restoration – would also feature in proposed regular traction for an extended line, he said.

"There's no great secret about the fact we want to go back to Wadebridge and in 1997 the council indicated that it would back a Lottery bid for the project if we made one," said Ian. "But it would only work if there was a regular diesel service with a main line connection at Bodmin Parkway."

"Another possibility for the future is having a separate railway on the Padstow section, thereby avoiding the need to go round Wadebridge. The two lines could be linked by a bus service."

Last year, serious fears were sounded about the future of the curved bridge, which carried the cycle path but which has not received any maintenance since the

railway was lifted despite the threat of erosion by salt water. Costings of up to £500,000 – well beyond the reach of any cycling organisation or even a local authority – to ensure its structural integrity were quoted.

However, Ian believes that the landmark bridge is still in reasonable condition. Also, whereas money to repair it might not be found for a cyclepath alone, it could become more readily available if it was to carry a railway as well.

BWR general manager Roger Webster commented that while Bude held special celebrations in October last year to mark the centenary of the arrival of the North Cornwall Railway in the resort, Padstow had overlooked the anniversary and appeared to have forgotten the town's proud railway past.

● Padstow's 'Obby 'Oss celebrations are featured in the April edition of our sister magazine *Best of British*.

Special day for would-be volunteers

A 'try it and see' day for prospective new volunteers will be held at the West Somerset Railway on Sunday April 25.

The line has vacancies for guards, travelling ticket inspectors, signalmen, booking clerks, permanent way workers, locomotive restoration engineers, cleaners, drivers, firemen, catering staff, and retail sales staff.

The day includes a tour of the 20-mile length of the line in regular service during which the work of various departments will be explained.

'Black 5' for Cheddleton

LMS 1937-built 4-6-0 'Black 5' No. 45407 will visit Staffordshire's Churnet Valley Railway for its 150th anniversary celebrations this summer.

The locomotive, based at the East Lancashire Railway, will make its debut on Saturday June 26 and run trains on the following day as well as the weekends of June 26/27, July 3/4 and July 10/11, the anniversary weekend. It will replace the advertised diesel service on all of the Saturdays.

Velinheli to miss Launceston season

LAUNCESTON Steam Railway-based quarry Hunslet *Velinheli* has been taken out of traffic with firebox wrapper problems – just six years into its ten-year certificate.

The locomotive has been dismantled for assessment. It is likely that while the boiler is out of the frames, the opportunity will be taken to complete a full ten-year overhaul. The LSR's two other Hunslets, *Lillian* and *Covertcoat* will handle traffic this season.

Shackerstone's royal diesel

BATTLEFIELD Steam Railway Class 31 diesel D5518 has been repainted into Royal Train livery of green with yellow ends and white roof. The 1958-built locomotive, was once used on the Royal Train in those colours, said railway spokesman Kevin Proctor.

Potteries hotel moves to Derbyshire

THE exterior of a Stoke-on-Trent hotel built in the 1840s has been moved to the period street scene inside the National Tramway Museum at Crich.

The building, the Red Lion, which stood in Church Street, was dismantled in 1973 to make way for a new road scheme. The topping-out scheme on March 29 was attended by the city's Lord Mayor, Coun. Mrs Kath Banks – who attended her brother's wedding reception there in the 1960s.

Women take over train for Mother's Day special

WOMEN took the starring role when the Spa Valley Railway ran a special train for Mothering Sunday. For the entire staff of the two-coach train from Tunbridge Wells West to Groombridge hauled by the Kent line's four-wheeled Drewery diesel-mechanical shunter No. 2519 (ex-Southerham Cement works) comprised the fairer sex.

Staff at the three-mile line are wondering if the girls managed a heritage railway 'first' with their achievement.

● Easter Monday saw the Great Central Railway's station at Quorn & Woodhouse run entirely by ladies.

Right: Pictured at Tunbridge Wells West station are, left to right, Vicki Goble (driver); Jane Auld (second woman); Helen Craft (guard) and Jane Stroud (ticket inspector). Alan Allbuury.



Groundbreaking rail-canal project

A pioneering scheme to create a 'green' transport corridor involving a heritage railway and a canal restoration scheme has been publicly launched in Wiltshire.

The Cricklade Corridor Trust aims to further the expansion of the Swindon & Cricklade Railway and the restoration of the parallel North Wilts Canal.

The Trust was formed by North Wiltshire District Council in partnership with the Countryside Commission, and funded to the tune of £60,000, with a full-time project officer, David Evans, being appointed for a two-year period. It was publicly launched at Cricklade's Prior Park School on April 10 with the role of providing leisure and recreational activities while encouraging tourism.

One of the aims is to help the railway, being developed on the trackbed of the former Midland & South Western Junction Railway, extend southwards towards Swindon and then northwards to Cricklade – and possibly on to Cirencester in future years.

The railway, which has only a 3/4 mile running length at present, between its Blunsdon station headquarters and new loco shed at Hayes Knoll, is preparing to extend two miles south to Moulden Hill Country Park on the northern edge of Swindon. From there, a further short extension may see a main line interchange station and even a physical link with Railtrack's Swindon-Gloucester line – creating the possibility of running commuter trains.

In the shorter term, plans to re-excavate the infilled canal – a link between the Thames & Severn and Wilts & Berks Canals which are also subject to long-term restoration schemes – could see passengers travelling from Blunsdon to Moulden Hill by heritage railway – and making the return trip by barge. A section of the canal which is not included in the restoration programme once ran through the middle of the GWR's Swindon Works.

The green corridor is also planned to include footpaths, bridlepaths, a cycleway and new tracts of woodland.

New GCR stock trust

A new trust has been set up with the aim of collecting any many surviving examples of pre-1923 Great Central Railway rolling stock as possible – and restoring them to form a complete train.

The launch of the trust coincides with this year's centenary of the GCR, which will see restored 1919-built Robinson Class O4 2-8-0 No. 63601 make its first public service trains on the Loughborough-Leicester North heritage lines in July.

The first two items to come into the possession of the trust, based at the Nottingham Transport Heritage Centre at Ruddington, are 'Barnum' saloons Nos. 228 and 695.

● See 'Now for a Great Central train', pages 48-51.

Quainton Road £100,000 Railtrack connection

BUCKINGHAMSHIRE Railway Centre – which celebrates its 30th anniversary this year – may become a base for main line steam operations if it succeeds with its latest plan for a Railtrack connection.

A down payment of £10,000 has already been made to Railtrack to cover a feasibility study into the design for the connection proposed by the centre based at Quainton, which has already been drawn up using Railtrack-approved contractors.

Since it was founded by volunteers in 1969, the centre has been split in two by the Aylesbury-Calvert freight-only line running through the middle. The line is part of the Great Central and Metropolitan Railways Joint route.

The proposed connection, which will provide access to the northern side of the complex, will allow trains to operate out of the centre for the first time, with the possibility of the centre running shuttle services to Aylesbury and beyond whenever paths are available.

Centre spokesman Phil Marsh said that installing the main line connection would probably cost up to £100,000 in terms of infrastructure costs, in addition to pointwork worth £40,000 which is stacked in the station yard ready for assembly.

Once the link is established, Quainton-based traction including Dennis Howells' GWR 0-6-0 pannier tank No. 9466 and the centre's green-liveried Class 115 DMU – capable of being upgraded to main line standards – could run regular trips to Aylesbury, Phil said. The centre could also be used for stabling locomotives inbetween running main line charters.

At one time, BR ran 'The Quaintonian' shuttle between Aylesbury and Quainton Road in conjunction with the centre. Privatisation pushed the costs too high and the venture halted.



The rolling chassis of WR 4-6-0 No. 6989 Wightwick Hall is hauled out of its shed at Buckinghamshire Railway Centre by Birmingham Railway Museum 0-6-0PT No. 7760 on April 11 – the annual members day for the centre-based group working on restoring the ex-Barry engine, and which needs to raise £60,000 for work on the boiler and tender. No. 7760 is on loan until the end of April while the centre's resident pannier, GWR No. 7715, currently in London Transport livery as No. L99, is being overhauled at Tyseley. Phil Marsh.

However, on June 26, Chiltern Railways is to run a debut turbo train excursion from Marylebone to Quainton Road for members of the London Railway Club, which is celebrating its centenary year. Chiltern is also looking at running turbo trains to Quainton Road on August Bank Holiday weekend – the centre's 30th anniversary – and for the Thomas The Tank Engine weekend on September 12/13.

And the freight-only main line running through the centre is now being used by up to three trains a day taking waste to the landfill site at Calvert. Ironically, one forthcoming major consentment will be the waste material extracted from the tip covering the trackbed of the Bluebell Railway's East Grinstead extension, which is to be taken out by rail over Imberhorne Viaduct.

No. 5637 for Llangollen

THE Swindon & Cricklade Railway's GWR 5600 class 0-6-2T No. 5637 – restored to running order last year – is to visit the Llangollen Railway for the line's Spring Bank Holiday gala.

No. 5637, currently on loan to the East Somerset Railway, will arrive in Llangollen during the third week in May and stay for a fortnight.

Also visiting for the event will be the Dean Forest Railway's small GWR Prairie No. 5541, which will stay for three weeks.

There is also a slim chance that the line's flagship locomotive, GWR 4-6-0 No. 7822 *Foxcote Manor*, may return to traffic at the gala, if the boiler returns from Ian Riley Engineering in time.

Given the title 'The Way It Was', the gala aims to celebrate steam on the line as it was in 1949. Other engines taking part include LMS 'Black 5' No. 44806, GWR large Prairie No. 4141 and 0-6-0 pannier

tank No. 7754.

● The restoration of Class 46 No. 46010, the locomotive which stood idle for ten years and was regarded by many as a 'hopeless' case, is nearing completion on the Llangollen Railway, with a return to service now likely this summer.

One of the most trying challenges of the restoration of the former Derby Etches Park and Plymouth Laura locomotive has been the condition of the valve seats on the 12 cylinder heads of the Sulzer 12LDA28B engine. These had corroded and were fit only for scrapping.

Twelve new valve seats have been obtained from Sulzer, while a Sulzer 12LDA28C engine and generator has recently been offered from a Class 47 converted to Class 57 specification by Brush at Loughborough.

Avon Valley's 'MR 130' celebrations

LANCASHIRE & Yorkshire Railway Aspinall Class 27 0-6-0 No. 52322 and Midland Railway Johnson 'half cab' 0-6-0T No. 1708 are the star guests for the Bristol-based Avon Valley Railway's celebrations to mark the 130th anniversary of the Midland Railway.

The L&Y engine, on loan from the East Lancashire Railway, will spend the summer season at Bitton, while No. 1708, on loan from the Swanage Railway, will remain until July. Both will work regular service trains.

The AVR is built on the part of the Midland Railway's Bath-Mangotsfield-Bristol route, and the line also has LMS locomotives 4F 0-6-0 No. 44123 and 8F 2-8-0 No. 48173 under long-term restoration. "We are trying to make this year special by hiring engines which once worked for the MR," said AVR chairman Gordon Ashton.

Midsummer steam at Midsomer Norton

Steam will return to the Somerset & Dorset Joint Railway's Midsomer Norton South station this summer – but there won't be a railway locomotive in sight.

Members of the Somerset & Dorset Railway Trackbed Trust, who are renovating the station with a view to eventually establishing a short running line, are to hold an open weekend on the site on July 17/18.

Visitors to the event will see a traction engine and a steam roller in action – but no railway engine, as no track has yet been laid. There will, however, be two 'S&D' model railway layouts on show.

At present, the only items of rolling stock on the site are two wagons from the nearby Kilmerston Colliery, supplied by the Somerset & Dorset Museum at Washford on the West Somerset Railway, and stored in the goods shed.

John Baxter, chairman of the society which acts as a support body for the Trust, said that the purpose of the event for which a standard 50p admission charge would be made, was to heighten local awareness of the project. The steam weekend will take place only two days before the 125th anniversary of the opening of the 'S&D'.

Volunteers have spent much of the winter months restoring the interior of the station building. Their ultimate aim is to acquire a length of trackbed leading towards Chilcompton Tunnel and relay track to provide a running line.

Lavender Line's Chunnel expansion

SURPLUS rail and track materials from the Channel Tunnel Rail Link project has been given to the Sussex-based Lavender Line to help build an extension and expand its museum.

Enough materials to extend the Isfield line's 3/4 mile current running length by 1/2 mile has been donated by London & Continental Railways through contractor Kvaerner.

The rail formed part of Kvaerner's rail link construction sites in Ashford West yard, the site of the former Ashford station which has been replaced by the present International station.

The Lavender Line has also been given to remove a 1930s-built Southern Railway ventilated goods van from the yard. It will supplement a number of LMS and BR goods wagons just bought from the line from Queenborough Rolling Mill on the Isle of Sheppey. Following repair and restoration, the wagons will be added to the Lewes fitted goods train on the heritage line.

Lavender Line spokesman Martin Skrzetuszewski said that the line's ultimate aim was to extend another two miles along the original formation of the LBSCR Uckfield-Lewes line to the Uckfield bypass, but that was about five years away.



Standard 4 2-6-4T No. 80135 arrives at Goathland with the 12.50pm from Grosfont on the North Yorkshire Moors Railway on March 24 1999. No. 80135 is back in regular service for the first time since 1991 following overhaul. Alan Barnes

Stourport-on-Severn branch 'revival' for 2000

THE Severn Valley Railway's 'forgotten' Stourport-on-Severn branch is to feature in a year of celebrations to mark the line's 30th anniversary year in 2000.

Marketing manager John Leach said that a commemorative event will be held on the SVR on January 5, the 30th anniversary of the last passenger services on the line from Hartlebury Junction to Stourport and Bewdley.

The event may involve a special DMU service representing the last form of traction used on passenger trains over the line, with surviving BR staff from the branch invited along.

The SVR still owns the trackbed as far as to Burlish Halt, including the 124-yard Mount Pleasant Tunnel, but beyond there the route has been built over. John said that the SVR has no plans to relay the remaining part of the branch in its possession.

Next year is the 30th year since the SVR gained its Light Railway Order, the first trains running from Bridgnorth to Hampton Loade.

The last remaining passenger coach from the SVR's first train in 1970 - 1938-built GWR Collett brake composite No. 6562, has returned to traffic after a six-month refurbishment by Bewdley's Carriage Department.

Banked freight and B1 for KWVR gala

A STEAM-BANKED freight train along with the debut appearance of LNER B1 No. 1264 is to be the star guest locomotive on the Keighley & Worth Valley Railway will be the star attractions at the line's action-packed Spring Enthusiasts Weekend on May 1-3.

Trains will run from 11am-6pm each day, and other locomotives in use as well as the B1 will include Lancashire & Yorkshire Railway 'Pug' 0-4-0ST No. 51218; GWR 0-6-0PT

No. 5775; LMS 8F No. 48431, Standard 4 2-6-4T No. 80002 and 1874-built 0-6-0WT *Bellerophon*. The event is one of the top events in the line's calendar.

Coaching stock will be run in all-gangway and all-suburban pairs, while on the Saturday and Sunday there will be an early-morning steam-banked freight train using Nos. 48431 and 80002.

The 'Pug' will also haul an engineers' freight train up the newly-

extended Keighley headshunt on the first two days.

Monday will see two steam locomotives in use in addition to the B1, while Class 20 D8031 will haul suburban stock on an early-morning train.

A performance by Beatles tribute band Strawberry Jam will be staged on Saturday evening, when a steam-hauled train will feature a real ale bar, where a specially-commissioned gala ale will be available.

Auto train brings Nappers Halt back on line

A 'forgotten' semi-official request stop on the South Devon Railway has been brought back into use – thanks to the reintroduction of auto trains.

Tiny Nappers Halt – which lies 600 yards to the east of Staverton station on the Buckfastleigh-Totnes (Littlehempston).

Passengers alight from the line's auto coaches on to the cinder platform via a set of special folding steps.

The halt allows access to the nearby Sea Trout Inn, whose owners, Andrew and Pym Mogford, last year sponsored improvements made to it.

A GWR-style nameboard informs passengers that they can 'alight for Sea Trout Inn.'

SDR general manager Richard Elliott said that the reintroduction of the auto train this year following the return to traffic of Collett 1400 class 0-4-2T No. 1420 has allowed the SDR to use the last for the first time, since it took over the railway from Dart Valley Railway plc in 1991.

The engine returned to the line following its overhaul at the Birmingham Railway Museum last autumn, having last steamed in 1978.

PIC: GWR 0-4-2T No. 1420 arrives at the rebuilt Nappers Halt with an auto train from Buckfastleigh in March. Torbay Herald Express.

● Win your own live steam GWR auto train - see page 49.

'Scotsman' is back. The world's most famous locomotive, now owned by pharmaceutical entrepreneur Dr. Tony Marchington, has completed its £750,000-plus rebuild at Southall and is set to reappear in traffic in the coming weeks – in apple green livery and with a double chimney. **Peter Kelly** reports on the exciting plans for future back on the main line – including an excursion to cross the Millennium!

Flying Scotsman

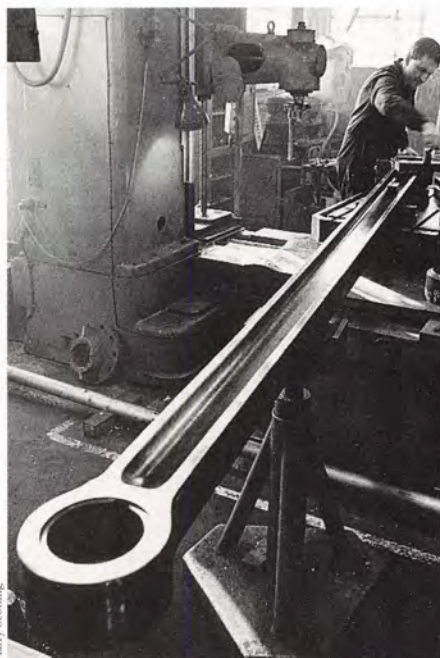
– the machine to span the Millennium

After a three-year total rebuild and an expenditure of more than £2.5m, the most famous locomotive in the world, No. 4472 *Flying Scotsman*, is ready to re-assert its position at the top of the main line tree with a substantial 1999 programme of no fewer than 15 prestigious outings, culminating in the most spectacular of them all – an historic special which will leave King's Cross for Edinburgh in one millennium and return in the next!

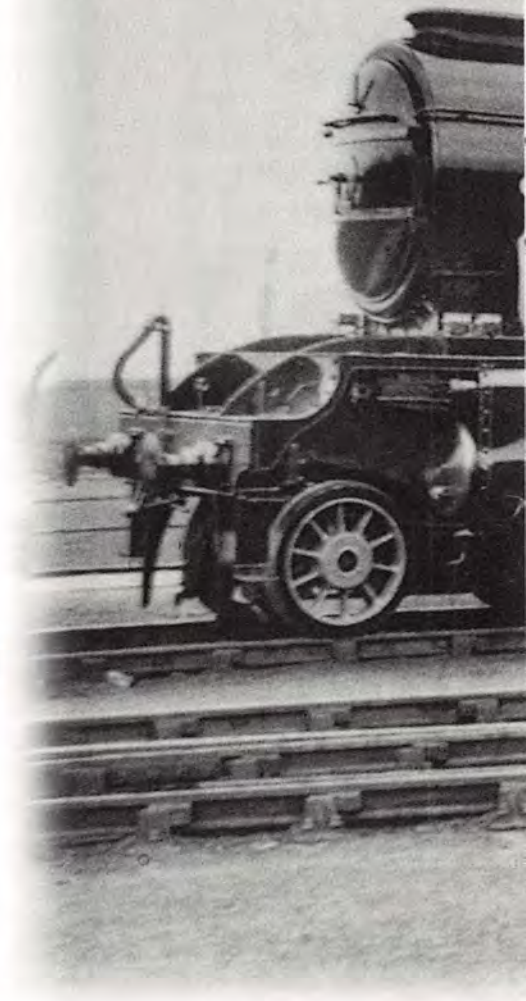
In LNER apple green livery and a double chimney – but no smoke deflectors, at least to start with – Tony Marchington's locomotive has been rebuilt with a host of modifications, including air braking, to equip it for its main line role. Indeed reliable steaming with today's coal was one of the reasons why the double-chimney and full Kylchap apparatus was decided upon, along with an improved main steam pipe design.

All being well, *Flying Scotsman* will undergo test running at the end of May along a yet-undisclosed route.

On June 22 there will be a special train from Paddington to Worcester on a circular route for Flying Scotsman Association members on which some seats will be available to the general public at £145 first class, including full dining, and £95 standard class. These fares will also include membership of the FSA.



Work on the eyes of a connecting rod being carried out at Southall on January 17.



The first public run will be the 'Inaugural Scotsman' from King's Cross to York on Sunday July 4, the return fare of £350 including full dining, drinks, admission to the National Railway Museum and a unique memento of the special day. No. 4472 will arrive at the NRM for the opening of its big extension and will remain there for a week, returning to London with the 'Eboracum Scotsman' on July 11, for which the King's Cross-York return fare (outward by electric traction) will be £250.

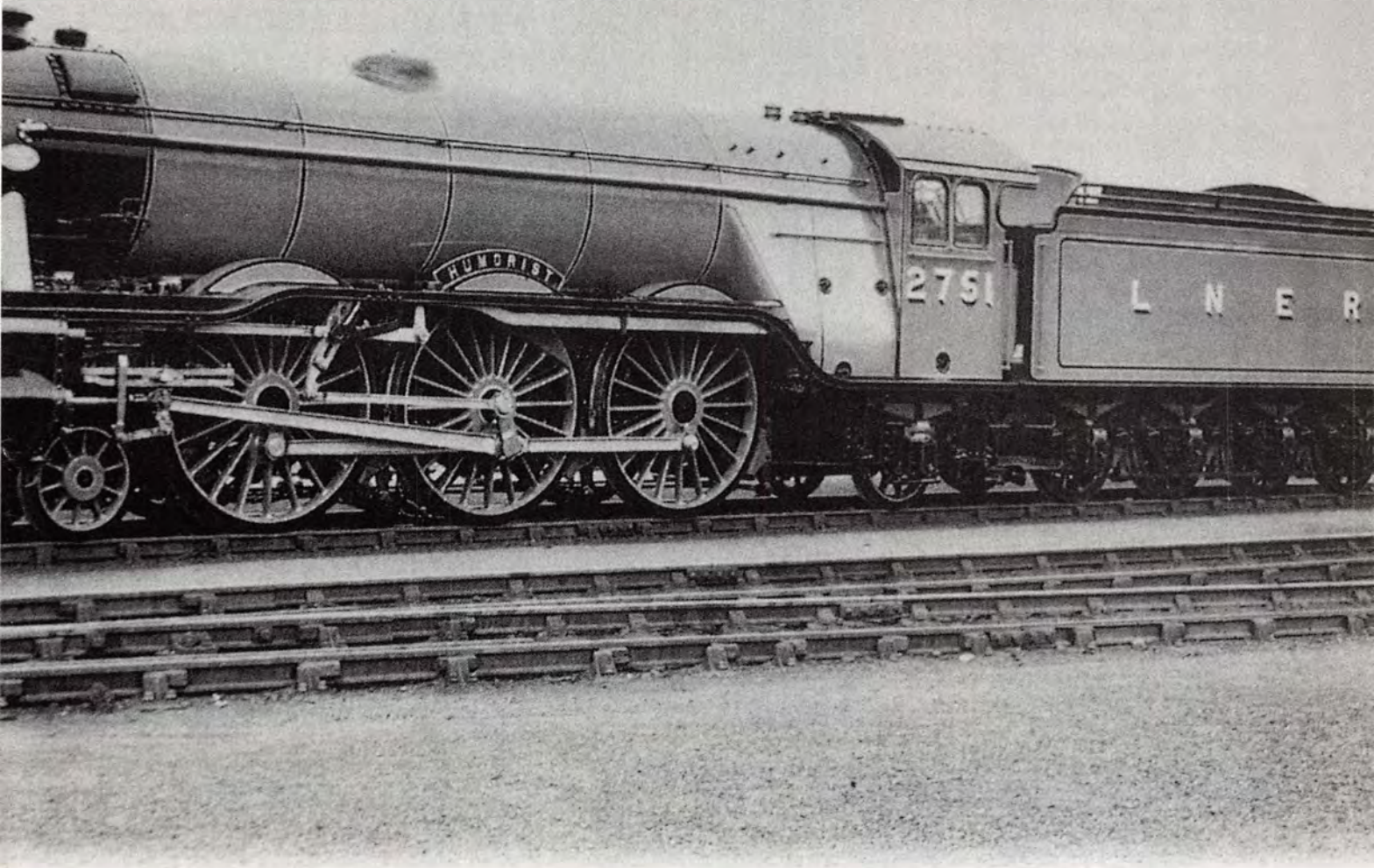
The rolling stock will be Rail Charter Services' 'Pride of the Nation' set (two kitchen cars and six first-class saloons).

After this opening flurry, *Flying Scotsman* will settle down to a programme of a dozen prestigious trains – four Paddington-Salisbury and return 'Sarum Scotsmans', four King's Cross-Norwich and return 'Norvik Scotsmans' and four Paddington-Stratford and return 'Shakespeare Scotsmans'.

The 'Sarum Scotsmans' will run on Sundays July 25, August 8 and 22, and September 5. The fare of £200 will include meals, drinks and admission to Wilton House.

'Norvik Scotsmans' will run on September 12 and 26, October 10 and 17, and the fare of £200 will include meals, drinks and a coach tour of Norwich.

What Flying Scotsman will look like when it takes to the rails at the end of May. This National Railway Museum copyright photograph shows LNER Pacific No. 2751 Humorist, on which a number of smoke-deflecting experiments were carried out during the 1930s. Humorist became the first A3 to sport the full Kylchap exhaust arrangements.



No. 4472 in full flight at Ardley on a Marylebone-Stratford-upon-Avon excursion on January 1 1986.

For the same price of £200, the 'Shakespeare Scotsmans' of October 31, November 14, December 5 and December 19 will take passengers from Paddington to Stratford-upon-Avon and back, including meals, drinks and either admission to Warwick Castle or a coach tour of Stratford.

The year, the century and indeed the millennium will end in spectacular style for *Flying Scotsman* as it embarks on a momentous King's Cross-Edinburgh return journey leaving London on December 31 and returning on January 1. Full details of this are still being worked out - but a very high fare can be expected.

Bookings for all these trains are being taken by Past Time (Flying Scotsman Railways Ltd.) at PO Box 4472, Lichfield, WS13 6GR (dial 01543 205865 for a brochure).

Flying Scotsman Railways' Operations Director David Ward is well aware that some enthusiasts are likely to be up in arms about the fact that these trains are 'not for them' - but there are two points both he and Tony Marchington would like to air to counter this. Firstly the huge cost of the overhaul - a staggering £750,000 plus (more than £150,000 having been spent on the boiler alone) dictates a worthwhile return on investment; and secondly, if anyone wishes to

◀ hire the locomotive to run a standard train FSR will be happy to negotiate, but does not wish to be involved in organising them.

Dr. Marchington himself went even further: "Anyone who looks at the enthusiast market at the moment can see that there aren't enough to support such trains at the kind of fares necessary to make the long-term operation of a locomotive like *Flying Scotsman* viable," he said. "Instead we must look at things like corporate hospitality and special occasion events at upwards of £200 per seat. We're not bothered about making money, but we must make sure we cover costs and can find enough to give it the attention it will require every seven years or so to keep it in top running condition."

No longer will it be acceptable to allow *Flying Scotsman* to be run right down in the belief that there will always be someone to come up with £250,000 or so when the engine is on its knees. Perhaps a turning point came when Dr. Marchington, who has followed the progress of No. 4472 ever since it returned from the disastrous North American tour in 1973 (he was at the lineside as it travelled to Derby under its own steam) saw it several years ago running on very wet steam, blowing out everywhere. He clearly remembers thinking on that occasion what a terrible shame it was to see the A3 reduced to this.

"Now, after what's been the finest restoration ever carried out, *Flying Scotsman* Railways must operate in a way that keeps the locomotive operational without having to put any money into it. *Scotsman* has almost faltered in the hands of entrepreneurs in the past, and I want to free it from that," he said.

"Let no reader be in any doubt that *Flying Scotsman* Railways exists solely for the purposes of *Flying Scotsman*."

The engine's new livery is bound to be an emotive issue - at least in the pages the railway enthusiast press - yet against the huge amount of



John Tatham



Harry Scotting

Above:
Gresley
magnificence:
No. 4472
sandwiched
between
Gresley A4
Pacifics
No. 4498
Mallard and
No. 4468
Sir Nigel
Gresley at
Marylebone
on October
11 1986.

Left:
Removing
one of the
tyres from a
bogey wheel
at Southall
in April
1996.

money invested in No. 4472 over the past three years it surely pales into insignificance.

"The decision has been taken on apple green because that's the colour that will put the most bottoms on seats in the market in which FSR will be operating," said David Ward, "and also that's the livery *Flying Scotsman* carried in its heyday and for most of its life."

As for the double chimney, before he died Sir Nigel Gresley intended all the A3s to have double chimneys, and sister locomotive No. 2751 *Humorist* appeared in this guise in 1937. In any case No. 4472 has to run in today's rail conditions. "We have to put an operating engine on the main line, steaming as reliably as we can make it with the coal we get today," said David, who is also the Editor of the *Flying Scotsman Association Journal*, which has run to eight issues so far.

The purpose of the Association, which now has 360 members, is to foster and promote world-wide interest in the history, documentation, photography, restoration, preservation, operation, and all other interests in the legendary locomotive.

"Everyone interested in Britain's railway heritage owes a great debt of gratitude to Tony Marchington. No-one else would have taken on this responsibility and financed it to such perfection."

And what a job Engineering Director Roland Kennington and his team have done since Tony Marchington bought the engine on February 23 1996. When the overhaul began in the summer of 1996 the team knew they had a big job on their hands - but quite how big nobody could have predicted. It has simply been the largest



overhaul ever undertaken on a preserved locomotive.

As Roland Kennington and his team stripped the run-down engine it became more and more apparent that it would need a total rebuild: virtually everything was worn out.

The A4 boiler fitted to *Flying Scotsman*, No. 27971, was built in 1960 and came out of the spares pool at Doncaster. By an amazing coincidence the last engine it had been on was none other than *Bittern*, *Flying Scotsman*'s present stablemate at Southall.

Under Bill McAlpine's ownership, this boiler went on to No. 4472 during the overhaul which took place at Vickers Engineering, Barrow, during the summer of 1978.

When it came to the present overhaul, both boilers available to the famous A3 Pacific were in roughly the same condition, but the A4 boiler was kept because it is of a later design and has a combustion chamber. Built in 1960, this boiler might be thought of as relatively modern - but it's had to have a brand new front tubeplate, flue tubes, small tubes, superheater elements, main steam pipe and other internal boiler pipes. As for the firebox, the bottom part of the side wrapper plates and throatplate have been renewed, together with the bottom two-thirds of the steel door plate. The angled section up the throatplate has been cut out and new plate put in. The door plate of the inner copper firebox has been completely renewed along with a considerable amount of copper stay work, including renewal of all the steel crown stays.

Stripping-out of the boiler was done at Southall, and the putting together at Chatham Steam Restoration, which did the boiler of the

National Railway Museum's V2 2-6-2.

On the mechanical side the engine has had new valve liners, valves, pistons, crossheads, bogie wheel and trailing truck tyres. There are new liners in the cylinders, steam chest, and all the motion and axleboxes have been overhauled.

In the smokebox there are new main steam pipes to a more effective design to improve steam flow, and in the cab all pipework has been refurbished. A new trailing drag box has been made. Every joint on the engine has been remade, every valve overhauled. The exhaust injector has been to Davis & Metcalf for overhaul. A new smokebox door has also been made and fitted.

On the tender everything was worn out, and it has been necessary to rebush all the brake gear and realign it. When a new tender tank was put on at Carnforth it had no baffles in it so it rode badly and created uneven wear on the bearings. One and a half tons of baffle plate has now been put back in. The corridor gangway has been renewed, and all buffing gear overhauled. Springs throughout the engine have been made good. The cylinder cocks are now steam-operated.

"It's fair to say that when the engine returns to traffic it will be in as near new condition as it is possible to achieve," said Mr. Ward.

The decision was made to go for air braking for two reasons: firstly the vacuum brake cylinders were irreparable and only fit for scrap, and secondly we're on an air-braked railway now.

Although other main line performers such as Bulleid Pacifics Nos. 35028 *Clan Line* and 34027 *Taw Valley*, and 'King' No. 6024 *King Edward I* are fitted for working air-braked trains, the

engines and tenders are still braked by their original steam or vacuum brakes. With No. 4472 the vacuum brakes have been taken off completely and it has been fitted as an air-braked locomotive. There's nothing new in this as far as the LNER is concerned, for some of the B17 4-6-0s were air-braked in this way.

When the driver operates the brake valve on *Flying Scotsman*, it will apply air braking on engine, tender and train - just as if it were a main line diesel or electric. There's much to be said for any driver familiar with modern motive power having such identical control.

Fitting this braking has been a major design job, necessitating brake force and stress calculations and going to extraordinary lengths not to mutilate the outside of the engine. The air pump on *Flying Scotsman* will be between the frames, so it will not be visible. The reservoirs are also out of sight, between the tender frames.

Ever since *Flying Scotsman* left King's Cross on the inaugural non-stop run to Edinburgh on May 1 1928, its name has been legendary, and even when its work with British Railways was done, a chequered career in preservation ensued. Bought from BR by Alan Pegler in the 1960s, the engine was returned to its single chimney form and an early highlight was its non-stop King's Cross-Edinburgh run. Then came its brave but financially ruinous tour of North America, its repatriation and overhaul by Bill McAlpine, its amazing extended tour of Australia, during which it made the longest non-stop run by a steam locomotive on record, then an all-too-brief ownership under The Carriage & TrACTION Co. Ltd. (Sir Bill and Pete Waterman) before finally being taken on, in an extremely run-down state, by Dr. Marchington.

Following a major boiler overhaul after the failure of 24 tubes prior to steaming at Llangollen in March 1993, the engine was outshopped in BR Brunswick green as No. 60103, complete with double chimney, Kylchap blastpipe, German-style smoke deflectors and 34A (King's Cross) shed plate.

Roland Kennington had been trying for years to persuade Sir Bill McAlpine to go for the new look - and its reception was mixed to say the least! The gricers loved it, but the traditionalists could not be appeased, as someone who had to deal with a flood of readers' letters at the time recalls all too vividly.

After the superhuman effort Tony Marchington, Roland Kennington and his team



Final work being undertaken on the firebox in February prior to reassembly.

◀ have poured into this pearl of a locomotive over the past three long years, however, the inevitable debates about livery, double or single chimney and air braking (even though an arrangement is being kept on No. 4472 to enable it to operate short trains of vacuum stock on heritage lines) will seem trivial indeed.

As Dr. Marchington said in the first issue of the *Flying Scotsman Association Journal*: "It is almost with disbelief that I write this foreword. I say 'disbelief' because in many ways I have still to come to terms with the events of the last few months where from learning about the possible sale of *Flying Scotsman* in January of this year (1996) I was drawn on through a series of remarkable events leading to my purchase of the engine from Sir William McAlpine and Peter Waterman (The Carriage & Traction Co. Ltd).

"When I first visited the engine in the shed at Southall, my first instinct was that the locomotive had almost been waiting patiently for me to arrive. In some uncanny way I knew there and then that I would buy the engine and that I could be the person to restore it back to its former magnificent glory and thereby bring pleasure to millions of people for many years to come."

Also under Dr. Marchington's ownership at Southall is A4 Pacific No. 4464 *Bittern*. Negotiations for the purchase from Geoff Drury (who had bought the streamliner from BR in 1966) were concluded on May 8 1997, having been quite long and drawn out because of agreements already entered into with the North Eastern Locomotive Preservation Group and the Great Central Railway for the overhaul and operation of the A4.

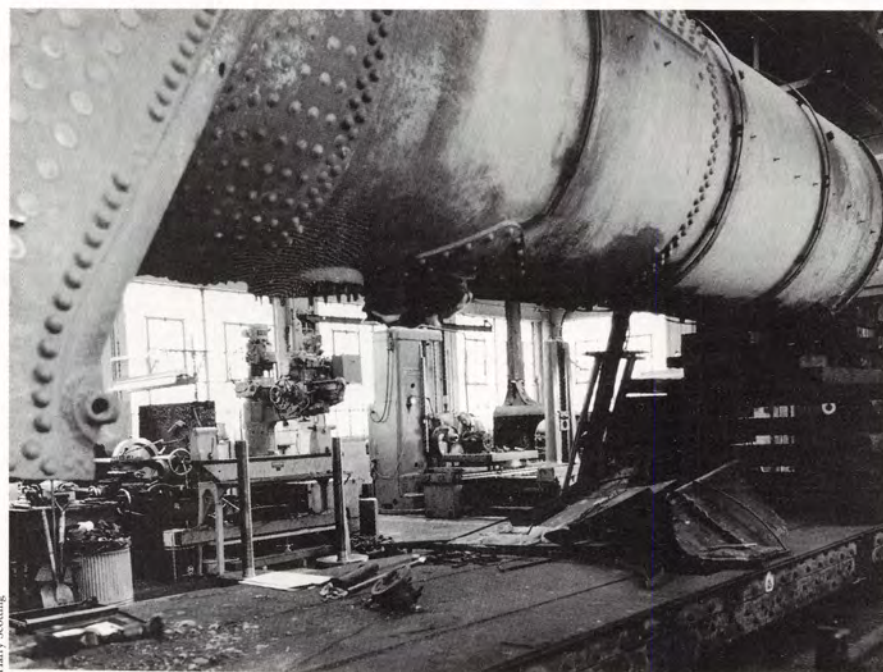
Although some progress has been made with *Bittern* - which will be turned out in the famous LNER garter blue livery - at Southall (as various modifications such as air braking have been made to *Flying Scotsman* there, Roland Kennington and his team have been 'doubling up' by doing the same jobs on No. 4464) its restoration will not begin in earnest until *Scotsman* is up and running and has settled down. Although the overhaul will be carried out to the same exacting standards as that on No. 4472, Tony Marchington does not envisage that it will need nearly as much doing to it.

The contract for the purchase from Mr. Drury stipulates that when *Bittern* is finished both the Great Central and North Yorkshire Moors



No. 4472 taking an excursion along the Settle & Carlisle line on an unspecified date.

Chris Kapolla



Left: The boiler at Southall in June 1996 prior to its removal to Chatham Steam Restoration.

Railways will benefit in certain ways.

When the *Flying Scotsman* deal was struck, Dr. Marchington also bought nine Metro Cammell Pullman cars, the last to be designed by the Pullman Car Company and the last to carry the traditional umber and cream livery. Built on BR Standard Mk. I carriage underframes, the retain inward-opening Pullman doors and spacious seating and toilet standards, and were the first Pullman coaches designed for 100mph running.

"We are hopeful that a review by the Health & Safety Executive will make a case for the excursion use of these vehicles," said Tony Marchington, "after which they will be restored, including the *Hadrian Bar*."

Although *Flying Scotsman*'s boiler was returned to Southall only during the week beginning March 29, work on the rest of the locomotive had progressed so well that No. 4472 was a lot closer to its first steaming than the delivery might imply. A first steaming has been planned for early May, and a major inspection for May 10. □

Harry Scadding

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As a pilot with Britannia Airways, Pete Weaver spends most of his working week ferrying holidaymakers to hotspots like the Caribbean, Florida or Australia.

In the days inbetween flights when Pete is not airborne, however, he is often to be found working underground - in the wheeldrop at the Birmingham Railway Museum.

For it is at Tyseley Locomotive Works that Pete, who lives near Burton-upon-Trent, has spent much of the past three years working to restore an engine that is all set to make heritage railway history in more ways than one.

For Pete's pride and joy, GWR mixed traffic locomotive No. 4936 *Kinlet Hall* - which was once nearly destroyed by a Nazi aeroplane - has emerged from the obscurity of 18 years of low-key and

The coming weeks will mark a major milestone in the heritage railway world - the 100th locomotive rescued from Barry scrapyard to return to steam. Robin Jones revisits 'The Barry Story' and looks at the three most likely candidates for the honour - and the pioneering plans to turn one of them into an oil burner!

Steaming into the Barry century!

nomadic restoration as a prime contender to become the 100th engine rescued from the famous Woodham Brothers scrapyard at Barry Docks in South Wales to be restored to working order. A rebuild costing in excess of £250,000 is due to be completed within the next few weeks.

Furthermore, Pete and the other eight members of the Kinlet Hall Locomotive Company Ltd., are preparing to implement plans to turn their engine into the first oil-burning locomotive on the main line in the 'preservation' era.

However, *Kinlet Hall* has two major rivals in the 'race' to clock up the 'Barry century' before the summer arrives. They are 1955-built Standard 4 2-6-4T No. 80105, the boiler of which was successfully steam-tested and passed by Resco Inspector Wayne Jones at the Bo'ness & Kinneil Railway on March 18, and Southern Locomotives Ltd's Swanage Railway-based Standard 4 No. 80078, which, like the other two, is also being reassembled and restored to MT276 standard for main line running.

Barry locomotive number 97 to return to steam was the Mid-Hants Railway's Ivatt 2-6-2T No. 41312 on December 30, one of the stars of last month's West Somerset Railway Spring Steam Gala.

Whichever one earns that magical '100' mantle will mark a major milestone - nearly a third of a century after the first locomotive was saved from Barry scrapyard which, few realised at the time, was to become the backbone of the heritage railway movement and therefore make the biggest single contribution to the continuation of British steam in the 21st century.

British Railways' Modernisation Plan of 1955 swiftly led to the scrapping of so many steam locomotives that the BR works could not cope, and so a decision was taken to sell the surplus to outside scrap metal merchants - the first being Woodham Brothers. The first engines arrived there for scrapping in 1959, and over subsequent years the scrapyard mushroomed in size as the arrival of redundant locomotives exceeded the cutters' capacity. More than 200 locomotives were



GWR No. 4936 *Kinlet Hall* awaiting outshopping from Tyseley Locomotive Works, seen in March.

stored there by the time steam on BR ended in August 1968.

A 1965 decision by owner Dai Woodham to divert resources into scrapping condemned wagons and brake vans rather than locomotives - taken purely for commercial as opposed to heritage reasons - was to have resounding consequences and nothing less than an unintended miracle. It gave the one-time miniscule 'preservation' movement the necessary breathing space - more than two decades as it turned out - to gather strength and momentum to the point where virtually all of the locomotives could be saved.

In all, 213 locomotives were rescued from Barry - a figure that comprises the lion's share of the 381 BR standard gauge steam engines that exist today. The scrapyard's inimitable contribution also explains the imbalance regarding the representation of classes of motive power at heritage venues today. As the bulk of Dai Woodham's dealings were with the Western and then the Southern regions, GWR



Two months before the end of BR steam, lines of condemned locomotives awaiting the cutter's torch at Barry scrapyard in June 1968. Who would then have predicted that virtually all of them would survive with 100 being returned to steam by 1999?



In November 1984, unrebuilt Bulleid Pacific No. 34072 257 Squadron became the 158th locomotive to depart from Woodham Bros. scrapyard for restoration, having spent nearly 20 years as rusting hulk. Now an integral part of public transport services run by the Swanage Railway to help reduce congestion on local roads, it is seen approaching the bridge beneath the A358 from Corfe Castle on March 23 1998.

and SR locomotives have survived in abundance when compared to the LNER. Today there are 31 Bulleid Pacifics still extant, yet numerous classes of LMS and LNER motive power disappeared because the regions in question did not have a Barry equivalent. The sidings at Bo'ness in Scotland, for example, became a major scrapyard where a staggering number of irreplaceable locomotives were cut up in the 1960s; the permanent loss of so many classes of Scottish steam traction is as much a major tragedy for the heritage movement as Woodham Brothers proved to be its life blood.

The first locomotive to be saved from Woodham's scrapyard was Midland Railway 4F 0-6-0 No. 43924. Built at Derby works in October 1920, it served at Wellingborough, Saltley, Gloucester (Barnwood) and Bristol (Barrow Road) sheds, mainly used on freight trains but also handling passenger services.

Withdrawn in July 1965, it arrived at Barry in October that year. After being bought by a group of

enthusiasts, it departed in September 1968...and so green shoots began appearing only a month after the death of steam on BR. Restored at the Keighley & Worth Valley Railway, it re-entered service in 1970, but has been out of traffic since December 1987 and is now being dismantled for boiler repair cost assessment.

The Barry locomotive to pass the '50th' milestone was GWR 2-6-2T No. 4144, now in active service at Didcot Railway Centre. Leaving Swindon works in September 1946, it spent 11 years at the Severn Tunnel Junction shed before being moved to Tondur, now the intended southern terminus of the embryonic Bridgend Valleys Railway. No. 4144 ended its days on the Severn Tunnel car ferry service. After the Severn Bridge was opened in 1965, the service became redundant, and No. 4144 was sent to Barry that August. Saved by the Great Western Society, it departed for its new Didcot home in April 1974.

Comeback tales, myths and legends of the Barry

survivors are legion, and thanks to uncountable man hours of devotion by tireless weekend volunteers at restoration sites throughout Britain, so are the success stories.

Among the regular performers on the main line today is 1930-built GWR 4-6-0 No. 6024 *King Edward I* - which broke new territory in 1998 by becoming the first King to officially cross the Tamar Bridge at Saltash and enter Cornwall, tackle the Settle & Carlisle line and, this January, visited Holyhead, among many other exploits. And those linesiders who marvel at the magnificence of Bulleid Pacifics *Taw Valley* and *Canadian Pacific* on the main line today - whoever believed that they were once part of the desert of rusting hulks?

In their day, weight restrictions kept this acclaimed class of express passenger locomotives from operating on many routes - yet it was such regulations that saved No. 6024 from being cut up.

Withdrawn in 1962, No. 6024 was sold to a firm in Briton Ferry as scrap, along with sister engine ►



R. K. Blencowe Collection

◀ No. 6023 *King Edward II*, (due back Spring 2001). Weight limits west of Cardiff on the South Wales main line prevented the regal pair from reaching Briton Ferry, and instead they were resold to Woodhams. No. 6024 left in March 1973 for the Buckinghamshire Railway Centre to begin the long road back to stardom, while No. 6023 is undergoing restoration at Didcot Railway Centre.

The tenth locomotive to be saved from Barry subsequently went out of existence! When in October 1970 Birmingham Railway Museum took delivery of GWR 4-6-0 No. 4983 *Albert Hall*, little did their officials realise that the locomotive was really No. 4965 *Road Ashton Hall*. The identity 'swop,' believed to have taken place under BR at Swindon, became apparent only during the final stages of restoration in 1997, when stampings on the locomotive's components revealed that all was not all as first believed.

During early spring 1962 when *Albert Hall* was in Swindon Works undergoing repairs, and *Road Ashton Hall* arrived as condemned to be cut up, a decision was taken to combine the best parts of both and make one 'good' locomotive. So boiler No. 2800 was taken from *Albert Hall* and placed in the frames of *Road Ashton Hall*, and the end product emerged under the *Albert Hall* tag to run for another 19 months before its final withdrawal in December 1963.

However, all is not lost. The Tyseley-based museum is to allow *Road Ashton Hall* to switch identities from time to time, and when the first of its placed Shakespeare Express trains begin on July 11 (see Main Line News), it will assume the identity of its 'alter ego', because, as chairman Michael Whitehouse explained, *Albert Hall* is a more publicly recognisable name.

One locomotive saved from Barry will never reappear in its as-built form. GWR 4-6-0 No. 4942 *Maindy Hall*, built at Swindon in 1929 and withdrawn in 1963, is being 'back converted' by the Great Western Society into an example of the extinct Saint class, bearing the new name *Lady of Legend*. The Saint class was the predecessor to the Hall design and shares many of the same characteristics. No. 4942 was bought from Barry in

1974 with the aim of rebuilding it as a Saint. Six new driving wheels and four bogie wheels have been cast at Lloyds of Burton-upon-Trent and are now being machined at Boothams of Weedon, Northamptonshire, and the GWS now has all the necessary 'spare parts' to predict a December 2001 debut for its Saint.

While nearly 100 ex-Barry locomotives have now provided motive power for heritage operations, at least one of them is now involved again in fully-fledged public transport as opposed to working 'tourist' or 'enthusiast' trains. Unrebuilt Battle of Britain class Pacific No. 34072 257 *Squadron* has been hauling regular services on the Swanage Railway as a key component of a council-backed integrated transport policy on the Isle of Purbeck, where summer congestion on the A358 from Wareham to Swanage can be nightmarish.

A park-and-ride facility at Norden station, the Swanage Railway's current western railhead, funded largely by public money, opened last year and serves as a hub of a bus-rail network serving popular destinations in this popular corner of Dorset, benefitting not only tourists and visitors but local residents alike. The railway has become a market leader in the provision of 'real' public services on heritage lines - and its ultimate aim is to run all-year daily services. The 1948-built 4-6-2 arrived at Barry in March 1965 and left in

Could this be the main line locomotive of the future? GWR 4-6-0 No. 4936 Kinlet Hall, pictured at Worcester in the early 1960s, may become the 100th former Barry scrapyard hulk to be restored to running order, and the first to be converted to oil burning for running on the main line.

November 1984, moving first to the Swindon & Cricklade Railway before later being switched to Swanage for its a second coming.

While Woodham Bros. proved a godsend for steam buffs, sadly it was the place of extinction for a much-lamented class of main line diesel. D600 and D601, the last surviving examples of the Swindon-designed diesel hydraulic North British Warship class, were cut up there by 1980, as was D6122, one of the last of the North British Type 2s.

Kinlet Hall may be considered to be the greatest of all Barry survivors.

During one of numerous Luftwaffe raids on the great naval city of Plymouth in 1941, No. 4936 nearly toppled into a bomb crater. Unlike sister locomotive No. 4911, which became the first Hall to become extinct when it took a direct hit from a German bomb in 1941, it outlived the ordeal and was taken to Newton Abbot on May 4 that year for 'repairs due to enemy action'.

Built at Swindon in 1929, *Kinlet Hall*'s first allocation had been Chester shed, where it handled mixed traffic workings, and was later based at Shrewsbury, Oxley and Wolverhampton (Stafford Road) before moving to Oxford in 1933.

After stints at Oak Old Common and Banbury, No. 4936 was transferred to Truro in April 1940.

In 1954 it was moved to Plymouth Laira and then to Newton Abbot in 1958. No. 4936 regularly piloted expresses over the South Devon banks until the rapid dieselisation of the West Country led to its transferral to Cardiff in May 1962. Withdrawal came in 1964, when it was despatched to Barry.

Pete and his consortium looked at several Barry locomotives in 1980, including No. 7903 *Foremarke Hall*, now in its final stages of restoration at the Swindon & Cricklade Railway's Blunsdon base, but eventually opted for *Kinlet Hall*, whose boiler



Robin Jones

The boiler of BR Standard 4-2-6-4T No. 80105 passes its steam test at Bo'ness yard on March 18 prior to reassembly.

had clocked up only 130,000 miles from new. After being bought for £6,000 in May 1981, No. 4936 was first moved to the Peak Rail base at Matlock, and later to the Gloucestershire Warwickshire Railway and then Llangollen. Finally, it was moved to Tyseley in 1996 because of the availability of wheeldrop facilities.

Pete and his partner, London accountant Hugh Shipton, owner of Llangollen-based GWR 0-6-0 pannier tank No. 6430 and the other active member of the owning group, have since knuckled down to the task in hand, and expect to see No. 4936 steamed by the end of May. New tyres for the driving wheels were imported from Belgium and were installed by RFS of Doncaster while new bogie wheel tyres were fitted at Crewe Heritage Centre, as one of the last major jobs.

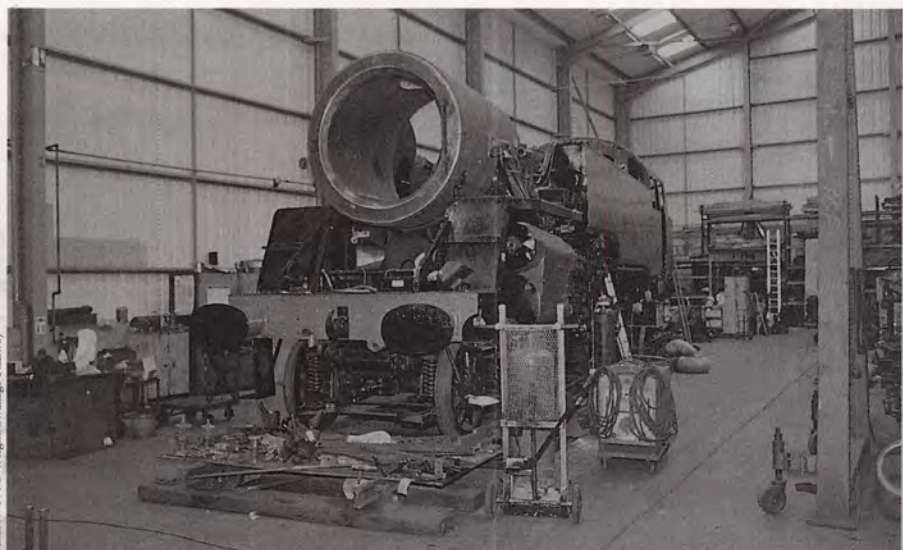
Named after a school in Shropshire (now Moffatt's School), which lies a few miles from the Severn Valley Railway's Arley station, it is being rebuilt to MT276 standards, and Pete hopes to see Kinlet Hall make its main line debut on revenue-earning traffic next winter. And thanks to the help afforded by a £95,000 Heritage Lottery Award grant, it will differ from all other heritage locomotives on Railtrack metals – in that it will burn oil as well as coal.

Once it has been tried, tested and run in, it will be converted to run on oil, probably within the next two years – avoiding the need for spark arrestors, said Pete. However, it will be possible to remove the oil-burning apparatus from the firebox and restore it to a coal burner – with only a day's work, he said.

Before purists throw up their hands in horror, Pete pointed out the historic precedent set when several Halls were converted to oil burning during a coal strike in 1946. "We want to run it during the summer months," said Pete. "I know EWS are very happy about the oil-burning idea."

"However, I don't like it," he admitted. "The plan is to run it on oil for exhibition purposes and during the summer coal ban."

Approaches have been made for the locomotive



Standard 4 tank No. 80078 being reassembled in the Swanage Railway's Herston Works in February.

to be brought back to Plymouth to mark the 60th anniversary of the blitz. The plans include having a Spitfire owned by a friend of Pete fly overhead to highlight the city's triumphal defiance of the enemy.

At Bo'ness, plans are in hand to have No. 80105, owned by the Locomotive Owners Group (Scotland) Ltd., finished to MT276 standard, and returned to traffic in tandem with Caledonian Railway 0-4-4T No. 419 in the very near future.

The locomotive, which emerged from Brighton Works in April 1955, spent much of its time on commuter services on the London, Tilbury & Southend main line until the route was electrified in 1962. Afterwards it was transferred to Machynlleth from where it was withdrawn in 1965. It arrived at the former Falkirk base of the Scottish Railway Preservation Society in 1973 and was transferred along with the rest of the SRPS collection to Bo'ness in 1989.

No. 80078, also a veteran of the LTS which

served in Central Wales prior to withdrawal in the same month as No. 80105, left Barry for Swanage in 1976.

Its debut has been scheduled for the open day at Southern Locomotives' Sellindge base at the end of May, but illness to a key member of the restoration team has delayed the comeback till at least the following month. Nevertheless, it will soon emerge in splendour from Herston works and line up alongside fellow Standard 4 tank No. 80104, helping further the Swanage Railway's public transport operations and the line's reconnection to Wareham.

Ten of the last locomotives saved from Woodham Bros. are now back in Barry. They were bought in the late 1980s for £85,000 by the former South Glamorgan County Council and the Welsh Industrial and Maritime Museum for the proposed Welsh Railway Centre which failed to materialise.

Known as the 'Welsh National Collection' or



Midland Railway 4F No. 43924 became the first locomotive to be bought from Barry scrapyards for restoration. It is seen crossing Myholmes Viaduct on the Keighley and Worth Valley Railway in June 1976. At present awaiting overhaul, its tender has been used behind the line's LMS Stanier 8F No. 48431 since 1996.

◀ the 'Barry Ten', they were subsequently handed over to the embryonic Vale of Glamorgan Railway on condition that they were not sold. Early last year they were moved to a warehouse on the Atlantic Trading estate at Sully, a stone's throw from their former scrapyards home, and will remain there until funds become available for cosmetic or complete restoration.

Sadly, a National Lottery Heritage Fund bid for £500,000 to restore two of them, GWR Prairie 2-6-2T No. 4115 and Collett 0-6-2T No. 6686, was rejected last year. The other eight at Sully are GWR 2-8-0T No. 5227 GWR 2-6-2T No. 5539; GWR 2-8-0 No. 2861; BR-built 4-6-0 No. 7927 *Willington Hall*; LMS 8F 2-8-0 No. 48518; LMS 'Black Five' 4-6-0 No. 44901; BR 9F 2-10-0 No. 92245 and Standard 4 2-6-4T No. 80150.

Closed a decade ago, Barry scrapyards itself refuses to die: live steam has returned to adjacent sites at Barry Island and Barry No. 1 Dock in the form of the Vale of Glamorgan Railway, which evolved out of the Cardiff-based Butetown Historic Railway Society.



Airline pilot Peter Weaver, chairman of Kinlet Hall Locomotive Co. Ltd.

The VoGR has to date completed two lengths of running line on either side of the causeway and bridge which links Barry Island to the mainland and which is crossed by Railtrack. Negotiations for permission to lay the 'missing link' parallel to the Railtrack line across the causeway have just been concluded, with the aim of facilitating the commencement of heritage steam services over the completed 1½-mile VoGR line by Easter 2000. Motive power for the 1999 season will be provided by two industrial 0-6-0STs, Hunslet No. 3840 *Pamela* and Peckett No. 1859 *Sir Gomer* - neither of which, incidentally, were Barry hulks.

The scheme has already been heavily funded by the Welsh Office and the European Regional Development Fund as a means of regenerating both the former dockland area and the ailing resort of Barry Island. Passengers will be able to travel from the VoGR's Plymouth Road headquarters to a terminus in the former Barry Railway goods shed alongside the former scrapyards, alongside which a new Welsh transport heritage centre including buses and trolleybuses will be developed.

The VoGR line may also be extended further eastwards along No. 1 Dock to a new transport skills centre, where rolling stock will be restored under training and job creation schemes. So within earshot of the site where locomotives were once cut up without a second thought, surviving examples of our rich transport heritage will be painstakingly restored to life anew. A marvellous touch which epitomises the complete Barry story. □

BARRY SCRAPYARD SURVIVORS - the first 97 back in steam

NUMBER	CLASS	WHEEL	BUILT	W/DRAWN	SAVED	BASE
GWR/WR						
2857*	2800	2-8-0	May 1918	Apr 1963	Aug 1975	Severn Valley
3738	5700	0-6-0PT	Sept 1937	July 1965	Apr 1974	Didcot
3822	2800	2-8-0	Apr 1940	Jan 1964	May 1976	Didcot
4141*	5101	2-6-2T	Aug 1946	Feb 1963	Jan 1973	Llangollen
4144*	5101	2-6-2T	Sept 1946	June 1965	Apr 1974	Didcot
4160*	5101	2-6-2T	Sept 1948	June 1965	Aug 1974	West Somerset
4277*	4200	2-8-0T	Apr 1920	June 1964	June 1986	Gloucestershire Warwickshire
4561*	4500	2-6-2T	Oct 1924	May 1962	Sept 1975	West Somerset
4566	4500	2-6-2T	Oct 1924	Apr 1962	Aug 1970	Severn Valley
4588*	4500	2-6-2T	Mar 1927	July 1962	Oct 1970	Paignton & Dartmouth
4920* <i>Dumbleton Hall</i>	4900 Hall	4-6-0	Mar 1929	Dec 1965	June 1976	West Somerset
4930 <i>Hagley Hall</i>	4900 Hall	4-6-0	May 1929	Nov 1963	Jan 1973	Severn Valley
4965* <i>Road Ashton Hall</i>	4900 Hall	4-6-0	1929	Mar 1962	Oct 1970	Birmingham Railway Museum
5029* <i>Nunney Castle</i>	4073 Castle	4-6-0	May 1934	Dec 1963	May 1976	East Somerset Railway
5051* <i>Earl Bathurst</i>	4073 Castle	4-6-0	May 1936	May 1963	Feb 1970	Didcot
5080 <i>Defiant</i>	4073 Castle	4-6-0	May 1939	April 1963	Aug 1974	Birmingham Railway Museum
5164	5101	2-6-2T	Nov 1930	Apr 1963	Jan 1973	Severn Valley
5224	5205	2-8-0T	May 1924	Apr 1963	Oct 1978	Severn Valley
5239*	5205	2-8-0T	Aug 1924	Apr 1963	June 1973	Paignton & Dartmouth
5332	4300	2-6-0	Aug 1917	Apr 1964	Mar 1969	Didcot
5541*	4500	2-6-2T	Aug 1928	July 1962	Oct 1972	Dean Forest
5572	4500	2-6-2T	Feb 1929	Apr 1962	Aug 1971	Didcot
5619	5600	0-6-2T	Mar 1925	June 1964	May 1973	Telford Horeshay Steam Trust
5637*	5600	0-6-2T	Sept 1925	July 1964	Aug 1974	Swindon & Cricklade Railway
5900 <i>Hinderton Hall</i>	4900 Hall	4-6-0	Mar 1931	Nov 1963	June 1971	Didcot
5972* <i>Olton Hall</i>	4900 Hall	4-6-0	Apr 1937	Dec 1963	May 1981	Carnforth
6024* <i>King Edward I</i>	6000 King	4-6-0	June 1930	June 1962	Mar 1973	Didcot
6619	5600	0-6-2T	Jan 1928	Feb 1963	Oct 1974	North Yorkshire Moors
6960* <i>Raveningham Hall</i>	6959 Modified Hall	4-6-0	Mar 1944	June 1964	Oct 1972	Gloucestershire Warwickshire
6990* <i>Witherslack Hall</i>	6959 Modified Hall	4-6-0	Apr 1948	Dec 1965	Nov 1975	Great Central
7802* <i>Bradley Manor</i>	7800 Manor	4-6-0	Jan 1938	Nov 1965	Nov 1979	Severn Valley
7812 <i>Erlstoke Manor</i>	7800 Manor	4-6-0	Jan 1939	Nov 1965	May 1974	Severn Valley
7819 <i>Hinton Manor</i>	7800 Manor	4-6-0	Feb 1939	Nov 1965	Jan 1973	Severn Valley
7820 <i>Dinmore Manor</i>	7800 Manor	4-6-0	Nov 1950	Nov 1965	Sept 1979	West Somerset
7821* <i>Ditchat Manor</i>	7800 Manor	4-6-0	Nov 1950	Nov 1965	June 1981	Great Central
7822 <i>Foxcote Manor</i>	7800 Manor	4-6-0	Dec 1950	Nov 1965	Jan 1975	Llangollen
7827 <i>Lydham Manor</i>	7800 Manor	4-6-0	Dec 1950	Oct 1965	June 1970	Paignton & Dartmouth
7828* <i>Odney Manor</i>	7800 Manor	4-6-0	Dec 1950	Oct 1965	June 1981	West Somerset
9303 (7325)	4300	2-6-0	Feb 1932	Apr 1964	Aug 1975	Severn Valley
9466*	9400	0-6-0PT	Feb 1952	July 1964	Sept 1975	Buckinghamshire
9681*	5700	0-6-0PT	May 1949	July 1965	Oct 1975	Didcot
SOUTHERN						
30506	Urie S15	4-6-0	Oct 1920	Jan 1964	Apr 1976	Mid Hants
30541	Q	0-6-0	Jan 1939	Nov 1964	May 1974	Bluebell
30828*	Maunsell S15	4-6-0	Dec 1927	Dec 1966	Feb 1981	Swanage
30841*	Maunsell S15	4-6-0	July 1936	Jan 1964	Sept 1972	North Yorkshire Moors
30847	Maunsell S15	4-6-0	Dec 1936	Jan 1964	Oct 1978	Bluebell
31618	U	2-6-0	Oct 1928	Jan 1964	Jan 1969	Bluebell
31625*	U	2-6-0	Mar 1929	Jan 1964	Mar 1980	Mid Hants
31638	U	2-6-0	May 1931	Jan 1964	July 1980	Bluebell
31806	U	2-6-0	June 1928	Jan 1964	Oct 1976	Mid Hants
31874	N	2-6-0	Sept 1925	Mar 1964	Mar 1974	Mid Hants
34016 <i>Bodmin</i>	WC	4-6-2	Nov 1945	June 1964	July 1972	Mid Hants
34027* <i>Taw Valley</i>	WC	4-6-2	Apr 1946	Aug 1964	Apr 1980	North Yorkshire Moors
34039* <i>Boscastle</i>	WC	4-6-2	Sept 1946	May 1965	Jan 1973	Great Central
34072* <i>257 Squadron</i>	BB	4-6-2	Apr 1948	Oct 1964	Nov 1984	Swanage
34081* <i>92 Squadron</i>	BB	4-6-2	Sept 1948	Aug 1964	Nov 1976	Nene Valley
34092 <i>City of Wells</i>	WC	4-6-2	Sept 1949	Nov 1964	Oct 1971	Keighley & Worth Valley
34101* <i>Hartland</i>	WC	4-6-2	Feb 1950	July 1966	July 1978	North Yorkshire Moors
34105 <i>Swanage</i>	WC	4-6-2	Mar 1950	Oct 1964	Mar 1978	Mid Hants
35005* <i>Canadian Pacific</i>	MN	4-6-2	Dec 1941	Oct 1965 J	Jan 1966	Birmingham Railway Museum
35027 <i>Port Line</i>	MN	4-6-2	Dec 1948	Sept 1966	Dec 1982	Bluebell
LMS						
41312*	2MT	2-6-2T	May 1952	July 1967	Aug 1974	Mid Hants
42765*	5MT Crab	2-6-0	Aug 1927	Dec 1966	Apr 1978	East Lancashire
42968*	5MT	2-6-0	Jan 1934	Dec 1966	Dec 1973	East Lancashire
43924	4F	0-6-0	Oct 1920	July 1965	Sept 1968	Keighley & Worth Valley
44422*	4F	0-6-0	Oct 1927	June 1965	Apr 1977	Churnet Valley
45337	5MT Black Five	4-6-0	Mar 1937	Feb 1965	May 1984	East Lancashire
45690 <i>Leander</i>	Jubilee	4-6-0	Mar 1936	Mar 1964	May 1972	East Lancashire
46521*	2MT	2-6-0	Feb 1953	Oct 1966	Mar 1971	Severn Valley
47279	3F Jinty	0-6-0	Apr 1924	Dec 1966	Aug 1979	Keighley & Worth Valley
47298*	3F Jinty	0-6-0T	Dec 1924	Dec 1966	July 1974	Llangollen
47327	3F Jinty	0-6-0T	July 1926	Dec 1966	July 1970	Midland Railway Centre
47357*	3F Jinty	0-6-0T	July 1926	Dec 1966	July 1970	Midland Railway Centre
47493*	3F Jinty	0-6-0T	Feb 1928	Dec 1966	Nov 1972	East Somerset
48151*	8F	2-8-0	Sept 1942	Jan 1968	Nov 1975	Carnforth
48305*	8F	2-8-0	Nov 1943	Jan 1968	Nov 1985	Great Central
48431*	8F	2-8-0	Mar 1944	May 1964	May 1972	Keighley & Worth Valley
53808	7F	2-8-0	July 1925	Mar 1964	Oct 1970	West Somerset Railway
53809	7F	2-8-0	July 1925	June 1964	Dec 1975	Midland Railway Centre
LNER						
61264*	B1	4-6-0	Dec 1947	Nov 1965	July 1976	Great Central
BR						
71000 <i>Duke of Gloucester</i>	8P	4-6-2	Apr 1954	Nov 1962	Apr 1974	East Lancashire
73082* <i>Camelot</i>	5MT	4-6-0	June 1955	June 1966	Oct 1979	Bluebell
73096*	5MT	4-6-0	Dec 1955	Nov 1967	July 1985	Mid Hants
75014*	5MT	4-6-0	Dec 1951	Dec 1966	Feb 1981	North Yorkshire Moors
75069	4MT	4-6-0	Sept 1955	Sept 1966	Mar 1973	Severn Valley
75078	4MT	4-6-0	Jan 1956	July 1966	June 1972	Keighley & Worth Valley
76017	4MT	2-6-0	June 1953	July 1965	Jan 1974	Mid Hants
76079	4MT	2-6-0	Feb 1957	Dec 1967	July 1974	Churnet Valley
78022*	2MT	2-6-0	May 1954	Sept 1966	June 1975	Keighley & Worth Valley
80064	4MT	2-6-4T	June 1953	Aug 1965	Feb 1973	Bluebell
80079*	4MT	2-6-4T	Mar 1954	July 1965	May 1971	Severn Valley
80080*	4MT	2-6-4T	Mar 1954	July 1965	Nov 1980	Midland Railway Centre
80098*	4MT	2-6-4T	Dec 1954	July 1965	Nov 1984	Midland Railway Centre
80104*	4MT	2-6-4T	Mar 1955	July 1965	Sept 1984	Swanage
80135*	4MT	2-6-4T	Apr 1956	July 1965	Apr 1973	North Yorkshire Moors
80136*	4MT	2-6-4T	May 1956	July 1965	Aug 1979	Churnet Valley
92212*	9F	2-10-0	Sept 1959	Jan 1968	Sept 1979	Great Central
92240	9F	2-10-0	Oct 1958	Aug 1965	Oct 1978	Bluebell

*In running order

TOTAL: Out of 213 engines saved from Barry scrapyards, 97 have been back by April 1999; of those, 54 are currently in running order.

*Grateful thanks to John Bunch, Locomotive Superintendent of the Mid-Hants Railway, for help in checking this list.

Wheels within Wheels

Our regular column in which the Heritage Railway Association - the umbrella group for Britain's independent railways and operating centres - offers opinions and advice on issues that really matter. Here, Association board member **Ian Smith** talks about the need to encourage the next generation of volunteers.

AS the Heritage Railway Industry approaches the new millennium, one trend is becoming increasingly obvious - the lack of new, young, blood coming into preservation.

This is not confined to the railway preservation world; recent studies show that membership of clubs & societies is generally on a downward trend. This, however, is not good news for our railways and the Heritage Railway Association has been aware of the need for action for some time.

A number of our member railways have introduced membership schemes for young people, the excellent Watercress Rangers on the Mid-Hants being a case in point. On the narrow gauge, the Ffestiniog has been successfully working with young people for many years. However, these two have tended to be the exception rather than the rule and many other lines have not had 'junior friendly' policies at all.

The reasons for this have been many and varied, but the most often-quoted reason given has been the perception that "the Railway Inspectorate wouldn't allow them to work."

In order to provide guidance for our members, the HRA has published a paper on the subject of 'Young Volunteers on Heritage Railways'. This has been produced after extensive research by the

HRA Operating & Safety Committee, one of the many working groups which HRA operates in order to aid its members.

The paper has been compiled in association with the Railway Inspectorate, whose staff have been extremely helpful in its production. The result is a definitive document and one which we hope all heritage railways will use in order to encourage new blood.

It sets out the two major 'rules of the road' when dealing with junior members, who are defined as being between the ages of 12 and 16. The first rule is self-explanatory and says: "Young volunteers may not be rostered for safety critical work duties"

However, it then explains that "Young volunteers may carry out safety critical tasks if they are under the DIRECT supervision of the person rostered to that task on that particular day." Essentially, this means that, whilst youngsters should never have responsibility for such duties, they can undertake some of them perfectly well under proper supervision.

A number of railways are already beginning to use this approach, as witnessed by two prize-winning teams at this year's HRA award ceremonies held on March 24. The Birmingham Railway Museum's young volunteers played a major part in

the restoration of GWR 4-6-0 No. 4965 Rood Ashton Hall (see pages 30-34) deservedly shared the Small Organisations Award for 1998. Similarly, a small group of youngsters led by owner James West, a Brunel University student who was only 20 when he first started the project, are overall winners of the 1998 Carriage & Wagon competition for their restoration of a Type 37A Wickham ten-seater trolley at the East Anglian Railway Museum. The restoration was done to a very high standard indeed.

These two examples show that young volunteers can be an asset to our railways if given proper supervision and a suitable project to get their teeth into. HRA hopes that more railways will find similar ways of encouraging young people to work on their lines. The future really IS in their hands!

*Sadly, the Wickham trolley was damaged in a derailment on pointwork during the Easter weekend. The trolley suffered a punctured fuel tank and bent brake rigging and may require a new driving axle. A lady passenger was slightly hurt when her she and her young child fell out of the trolley, which was moving at very low speed.

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Bulleid diesel for passenger haulage

OVERHAUL of the unique Bulleid 350hp diesel shunter No. 15224 at the Spa Valley Railway was sufficiently advanced for the first test run of the locomotive since it arrived at Tunbridge Wells to be planned for late April.

Classified as Class 12 under TOPS by BR, the 1949 Ashford-built locomotive is a unique survivor of Bulleid-era non-steam locomotives.

It has the distinctive 'box-pok' pattern wheels used on Bulleid steam engines such as the Merchant Navy and West Country Pacifics, as well as Q1 0-6-0s.

After its test run, No. 15224 will be fitted with vacuum and air brakes, enabling it to make its debut in passenger service line, possibly in late summer.

MNR inspection role for Class 108

MIKE Evan's Class 108 Derby diesel multiple unit played a major role in the continuing development of the Mid-Norfolk Railway when it was used to form the train for the line's inspection.

The unit, comprising cars Nos. 51572 and 54224, formed the March 31 inspection train for Railway Inspector Major John Poyntz, running throughout the MNR's current 1½-mile operating length from Dereham to Wymondham.

The unit, which has been used regularly on MNR passenger services between Dereham and Yaxham and was formerly preserved on the East Kent Railway, was the first to work south of Yaxham since railtours ran in the 1980s, when the line was a BR freight-only route.

Trains for the Ministry of Defence have traversed the MNR from Wymondham on several occasions since last June, but full clearance for passenger use requires approval by HM Railway Inspectorate.

The decision from HMRI was expected by mid-April, in time to allow the first through passenger train of the former GER branch, a sell-out charter by Hertfordshire Railtours, to run on 8 May.

Hertfordshire Railtours has contributed to the costs of works along the line between Yaxham and Wymondham.

Eden Valley acquires Lakeside diesel

FOWLER 0-4-0 diesel locomotive No. 21 has moved from the Lakeside & Haverthwaite Railway to a new home on the embryonic Eden Valley Railway at Warcop.

Anglesey Council to buy Amlwch branch to reopen as heritage line

THE Isle of Anglesey County Council's policy committee has voted to buy the 17½-mile mothballed Amlwch branch from Railtrack at a price between £250,000 and £300,000.

The single-track former LNWR line will then be handed over at a peppercorn rent to Isle of Anglesey Railways Ltd., (Lein Amlwch), an enthusiast-driven group which wants to reopen the whole branch as a major tourist attraction and commuter route.

The decision was taken at a meeting in the island's Llangefni council chamber on March 30, with 20 councillors voting in favour of the rail reopening scheme – and only one against.

Lein Amlwch spokesman Walter Glyn-Davies said that talks had been taking place with a view to hiring locomotives to operate the branch – and Severn Valley Railway engines could be amongst the first. Charter trains could also run over the line, as the main line connection at Gaerwen Junction is intact.

Once the line is handed over, Lein Amlwch will find itself in the position

of owning one of the longest heritage railways in Britain – without having any locomotives of its own. It is the classic scenario for today's 'new generation' railways, like the Keith & Dufftown Railway featured elsewhere in this issue, where local authorities or other outside bodies have provided the funding and support to buy lines to be run by volunteer or non-profit-making community groups, who then have to hire in traction.

Walter said that Michael Owen, a prominent figure in the successful campaign to save the Settle & Carlisle line a decade ago, has joined Lein Amlwch as acting chairman – and may be instrumental in bringing a DMU to the branch.

The initial plan is to open a stretch of the line as a first phase, possible from Amlwch, where Lein Amlwch operates a small railway centre for visitors in the goods shed – all that remains of the original terminus.

The final purchase price for the line will depend on the findings of a study of the state of the trackwork and associated infrastructure. Walter said

that rumours that three metal overbridges were in need of major repairs had been proved to be unfounded.

The line was opened between 1864-67, and closed to passengers on December 4 1964. The contractor who built it used a standard gauge 0-4-4-OT double Fairlie, similar to the famous Ffestiniog Railway engines.

The line was retained for freight and served the now-derelect Shell UK oil terminal at Amlwch. The last freight trains ran in February 1993 and the last special excursions over the branch in 1994.

"What we want as a matter of urgency is access to the line so we can grease the fishplates, which might seize up if we have a hot spell," said Walter.

"We have had talks with locomotive owners about them running their engines on the line. Alun Rees of the Severn Valley Railway has told me that he will help us in any way he can.

"We can use the railway to attract more visitors to the island and bring trade to Amlwch."

Railtrack offered £150,000 for Oswestry branch in new move by revival group

A £150,000 offer to buy the mothballed GWR Oswestry branch has been made to Railtrack by the Cambrian Railways Society which wants to reopen it.

The line, closed to passengers in 1966, was retained from Gobowen Junction through Oswestry to Llanyblodwel Quarry for stone traffic until 1988.

The society, which has its base in Oswestry station coal yard, ran the first heritage steam on the branch on November 22 last year, when it operated 1951-built Peckett 0-4-0ST

Oliver Veltom from the station to Weston Wharf, where it owns a Cambrian Railways goods shed. The shed was bought for £74,000 two years ago with the aid of the Heritage Lottery Fund.

Railtrack has asked for £300,000 for the line – a figure described by society chairman Brian Roe as "ridiculous."

He said: "They want £40,000 a mile, which is madness when you take into account that there are three crossings, including one over an A road, the sleepers are in a disgusting state and the

rail is below specification. The assets are non-existent.

"We have offered £150,000, and we hope that everything will be finalised in the next few weeks. If the deal is signed, we will apply for a Lottery grant to fund it."

The society wants to reopen six miles of the line south to Llyncllys Junction, and rebuild two further miles of track along the disused trackbed of the former Welshpool line to Llanymynech, where trains could link in with the restored Montgomerysthry Canal.

Clay narrow gauge at Bideford station

TWO 1ft 8in gauge skip trucks from the underground ball clay mines at Peters Marland Clay Works in North Devon have been restored for display at Bideford station.

The trucks, along with lengths of 3ft gauge rail, were 'rediscovered' during a visit to the clay works by Bideford & Instow Railway Group press officer Lewis Andrews.

The group, which has restored the station and Instow signal box on the former LSWR Barnstaple-Torrington line, wasted no time in recovering the wagons, as they are considered to be an integral part of the history of the branch – much of which survived until the early 1980s because of the ball clay traffic. The works had its own extensive narrow gauge system from the 1880s onwards.



Pictured is group treasurer Malcolm Bradburn with David Martin, one of its younger members, with the wagons at Bideford station. Bideford & Instow Railway Group.



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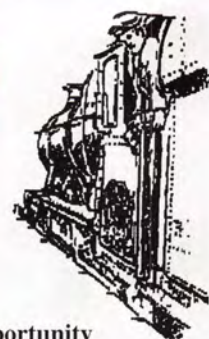
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Heritage Railway Showcase

Left: A quintessential spring scene from a glorious West Country backwater sees GWR Collett 0-4-2T No. 1420 - with auto coach in matching BR livery - crossing the River Dart near Dartington with daffodils and primroses in full bloom, during a photo charter on the South Devon Railway on March 14. Don Bishop.

Bottom left: British steam is still hard at work in several parts of the world including Myanmar, (Burma), where metre gauge YD class 2-8-2 No. 962, built at Vulcan Foundry in 1947, departs from Thaton with a stone train. The stone is loaded by prisoners at Yinnyein and sent by steam train to Bago, for eventual transport to the construction site of the new Yangon international airport. John Titlow.

Right: The Great Central Railway is 100 years old in 1999 - the year when photo charter organiser Geoff Silcock completed his 100th Sentimental Journey - at Loughborough, on the evening on April 2. Here, A2 Pacific No. 60532 Blue Peter masquerades as No. 60533 Happy Knight (right), while BR 9F 2-10-0 No. 92212 is disguised as another locomotive from Peterborough's 34E New England shed, No 92187. The two were once shedmates on the East Coast Main Line. Geoff's first charter, in 1987, involved the GCR's N2 0-6-2T No. 69523, also an LNER engine. Geoff Silcock.

Bottom: Recently-restored Ivatt Standard 2 2-6-2T - on loan from the Mid-Hants Railway - is thrown into silhouette by the setting sun on March 19 as it hauls a milk train near Bishops Lydeard, the day before the West Somerset Railway's highly-successful Spring Steam Gala. Don Bishop.

Overleaf: Early morning clouds gave way to dazzling sunshine on Easter Saturday as the Severn Valley Railway's Standard 4 2-6-T pulls away from Dawlish station with the first Exeter-Newton Abbot Past-Time Rail 'Dawlish Donkey' working of the day. Mike Goodfield.







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pressure of 80psi (fully certificated), twin cylinders, slide valve engine, axle pump, hand pump and injector and weighs 92lb with an overall length of 30.4".

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John Brooks

authentic train formation can be brought to life.

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■ Your answers should be written on a plain piece of paper. Remember to include your own name, address and phone number. Please do not include any other correspondence.

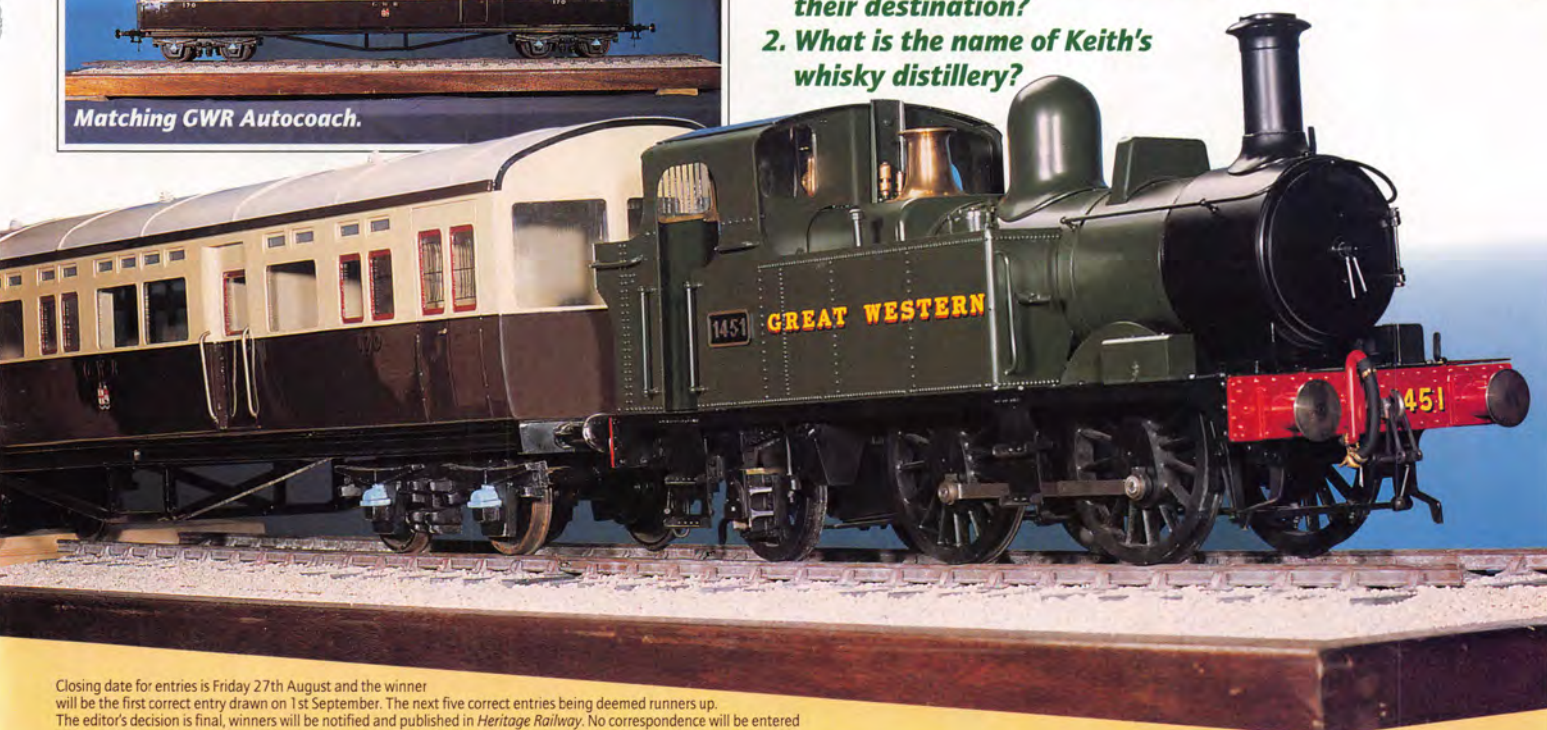


Matching GWR Autocoach.

THE QUESTIONS:

1. When the 'Sarum Scotsman' train leaves Paddington, which Cathedral city will be their destination?
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SARISBURY



Closing date for entries is Friday 27th August and the winner will be the first correct entry drawn on 1st September. The next five correct entries being deemed runners up. The editor's decision is final, winners will be notified and published in *Heritage Railway*. No correspondence will be entered into and there are no cash alternatives available. Employees of CMS Publishing and their families may not enter.

Send your entries to: Autotrain Competition, Heritage Railway, Rock House, Scotgate, Stamford, Lincs. PE9 2YQ

Carriage & Wagon Dept

That dreadful Central' may have been the verdict on the company's performance of Mrs. Morel in the D. H. Lawrence novel *Sons & Lovers*, but as well as driving the London Extension through a hundred years ago and producing some of the most affectionately-remembered classes of locomotive such as the 'Jersey Lily' Atlantics, the Great Central Railway was a leader in areas of innovation which would be directly appreciated by the travelling public.

One of the best examples of the practical application of the company's 'Forward' motto was the introduction of what was at the time a revolutionary design of passenger carriage, shortly after the commissioning of the company's Dukinfield carriage works in 1910.

The 'Barnum' stock — so named because of its similarity to the bogie stock built to move Barnum & Bailey's circus around the UK, was a radical departure from the conventional compartment stock running on the GCR and other British railways before the First World War.

With the exception of the Midland Railway Pullman cars introduced in 1872, the Barnums were the most striking departure from the gradual evolution which had started with the mounting of small stagecoach-like compartments on four-wheel underframes when the Liverpool & Manchester Railway opened as the first modern main line railway in 1830.

With their 4ft 9½in-wide picture windows and saloon-style seating, as well as passenger doors at the carriage ends only, the Barnums pioneered many of the features of the front-rank coaches running on Railtrack today.

While their vertical matchboard panelling had already been used by the Highland Railway for its

What better way to mark this year's centenary of the Great Central Railway, than to reassemble a whole train of original GCR stock, starting with the company's most imaginative coaches?

Hugh Madgin looks at the work of the fledgling GCR Rolling Stock Trust at the bustling Nottingham Transport Heritage Centre.

coaches over many years, features such as two of the 4ft windows being able to be slid open to half their depth as per European stock, were new to the UK.

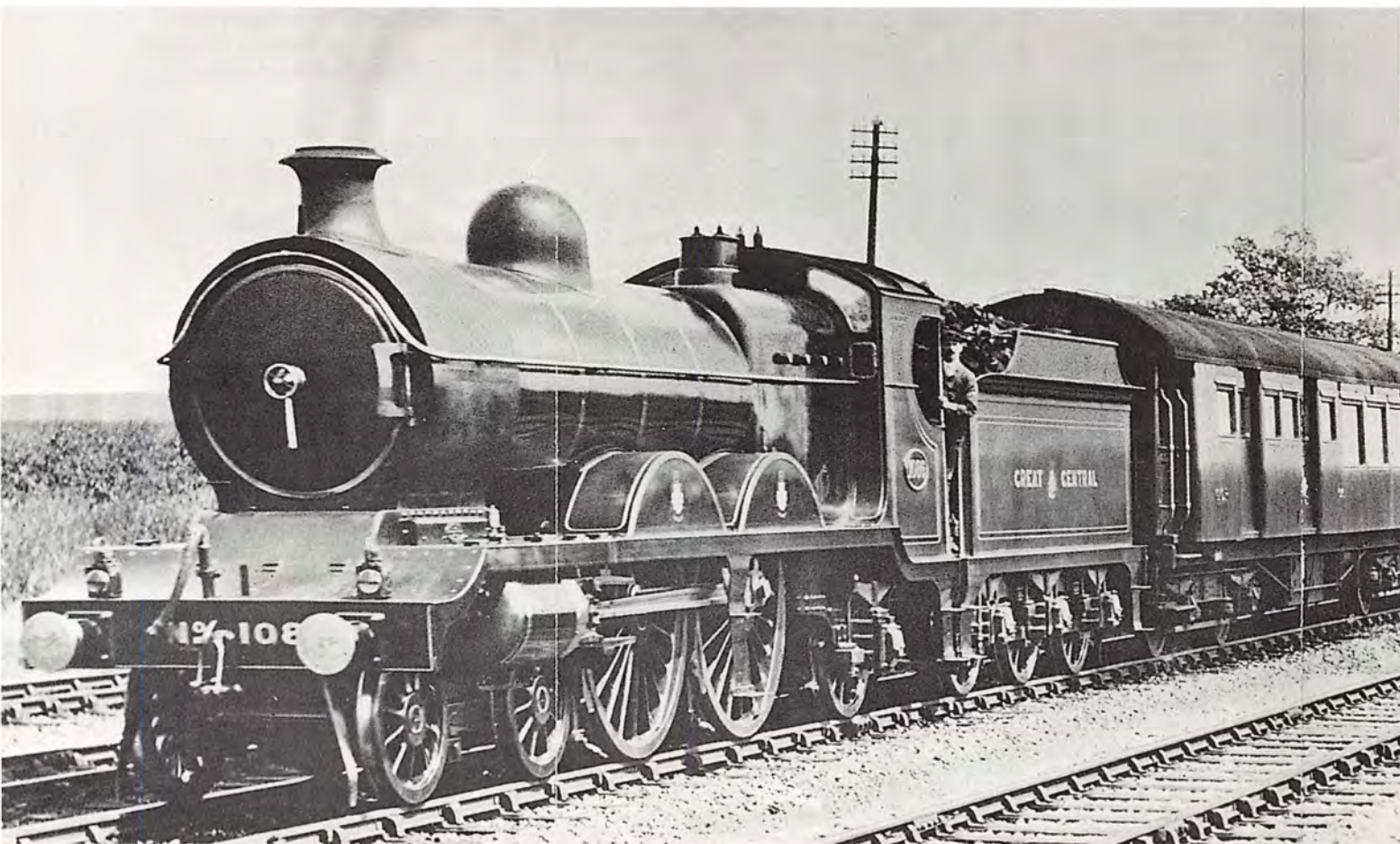
Other firsts were the use of sliding doors in the luggage compartments of the brake Barnums, and inward-opening passenger doors (with no tumblehome) and full-depth handrails on the doorways. These innovations followed the contemporary practice in the USA and were features of the coaches built for Barnum & Bailey, one of which still survives, many years after use on the Newport & Alexandra Docks Railway, in storage as part of the collection of the National Museums & Galleries of Wales at Nantgarw.

The Barnums were built as excursion stock and were originally dual-fitted with both vacuum and Westinghouse brakes. Their 2+2 pattern seats were removable — in summer seats and backs of woven rattan were used, being changed in the colder

months for upholstered ones. Constructed of teak on a steel underframe, the 60ft-long coaches were finished inside with teak and mahogany.

The Barnums enjoyed a working life in passenger service of 40–45 years and in their final days strayed far from their original excursion use, turning up on East Anglian branches in the mid-1950s for example, being hauled behind J15 0–6–0s before the introduction of diesel multiple-units.

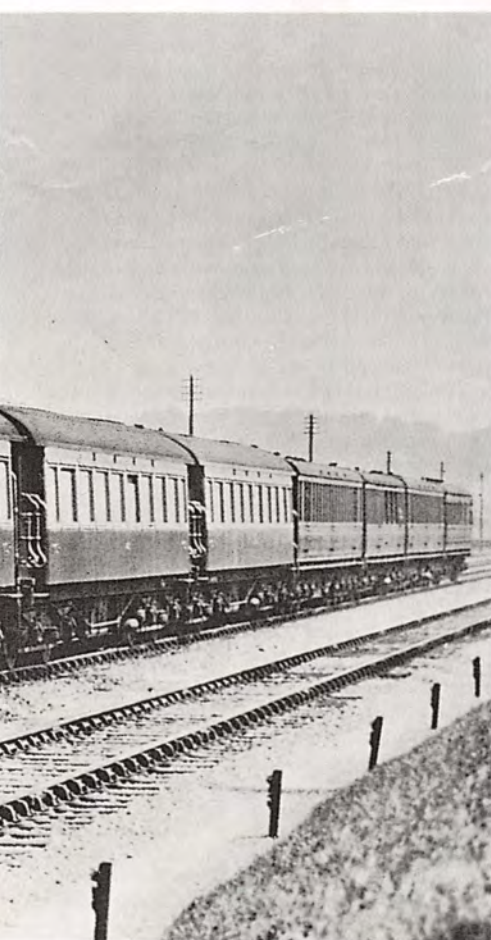
Today four out of the build total of 38 survive, all of which have served their time in Departmental use. After preservation at various locations including the Severn Valley Railway and the North Yorkshire Moors Railway, all four are now on GC metals, with Third Open No. 228 and Brake Third No. 695 on the Great Central Railway (Nottingham) at Nottingham Transport Heritage Centre, Ruddington, and Third Opens Nos. 664 and 666 both on the Great Central Railway.



Now let's have a Great Central train!



Hugh Madgin



GCR(N) Collection

No. 664, which was based on the Severn Valley Railway in the 1970s, belongs to the Main Line Steam Trust, while No. 666, which stood as a mess van at Barnetby until preservation as part of the National Collection, is stored at Swithland Sidings.

The 100th anniversary of the opening of the London Extension to Marylebone and the renaming of the old Manchester Sheffield & Lincolnshire Railway to the Great Central Railway in 1899 has given this most quixotic of the old pre-Grouping companies a very high profile this year. While Class 8K (LNER Class O4) 2-8-0 No. 63601 will shortly return to steam at Loughborough and Class 11F No. 62660 *Butler Henderson* is on static display at the National Railway Museum, the surviving examples of Great Central rolling stock have remained a little in the backgarden in recent years. This is set to change with the announcement of an exciting plan to assemble a Great Central train.

Based at Ruddington, the newly-forming GCR Rolling Stock Trust is seeking to restore and operate surviving carriages and wagons of the GCR. Four vehicles are in the care of the Trust, and thanks to rapid progress with the restoration of two of them in the last few months, there is the very real prospect of two Barnum coaches operating together for the first time since the 1950s in October of this centenary year.

The two Barnums which are currently the subject of much activity are Nos. 228 and 695. No. 228 arrived at the Great Central Railway (Nottingham) base at Ruddington (along with conventional compartment Third No. 799 and the Right: High Great Central! A 'Jersey Lily' Atlantic with a train of GCR stock, with three Barnum coaches next to the tender. If only one of these graceful 4-4-2s had survived too! GCR Rolling Stock Trust.

Above: Barnum Brake No. 695 at Ruddington shows the distinctive lines of these singular coaches.

body of clerestory-roofed Brake Composite No. 1663) in 1997 after the auction of a private collection of coaches at Chipping Camden airfield near Banbury.

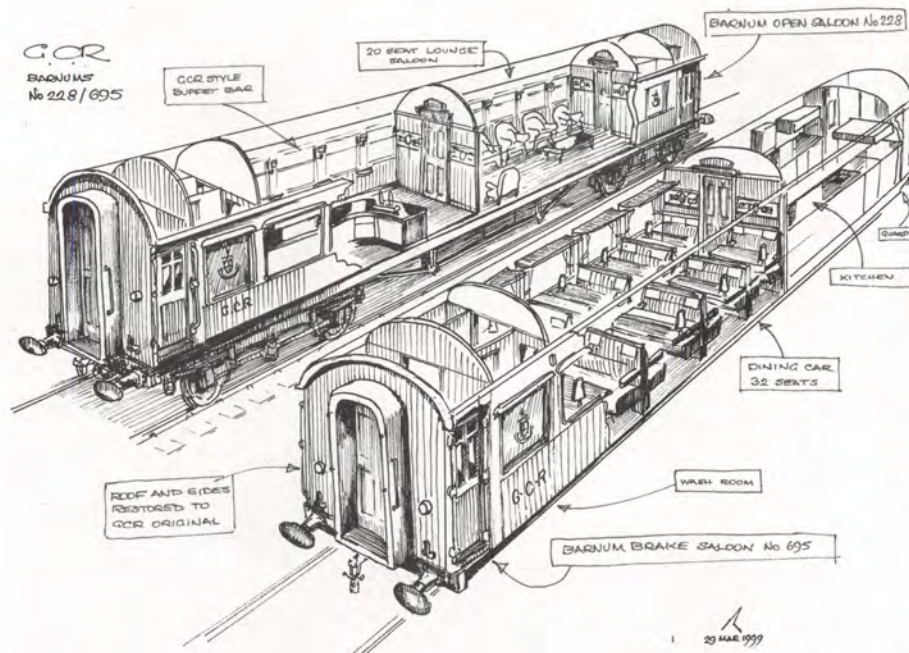
No. 695, the only surviving Barnum brake coach, arrived at Ruddington in December last year after 28 years in preservation at Goathland on the North Yorkshire Moors Railway.

No. 228 is currently in the Engineering No. 1



Hugh Madgin

Project manager Arthur Barber stands inside the brake section of No. 695 with some replacement teak planks.



Left: Great Central opulence tomorrow: cut-aways of Nos. 228 and 695.

Above: GCR Rolling Stock Trust members are busy on the restoration of the interior of No. 228 at Ruddington on 28 March.

shop at Ruddington, and when *Heritage Railway* visited in late March, was in the progress of being refitted internally. This coach was notoriously used as a location to grow tomatoes in during its latter pre-preservation career at Hull Docks, and indeed evidence of the tomato period was still in place when the coach arrived at Ruddington. Replacement of the floorboards and some of the main structural members of the floor was necessary due to water damage from the tomato-growing era and now work is concentrated on fitting out the interior, recovering the roof and reglazing throughout with safety glass.

A band of six volunteers work on the two Barnums one Sunday a month, and there is another similarly-sized working group every Monday evening. Much of the work in fabricating new components is done off-site — when we visited new ventilator grilles made by Barnum project director Peter Wilson were being fitted, as well as intricate beaded mouldings, all of which have been copied faithfully from surviving originals.

No. 228, like Brake coach No. 695, which stands outside the engineering shop, was gutted while in Departmental service. In the case of No. 695, the very considerable work creating all

the running components and missing brake system had been undertaken during the carriage's years on the NYMR. New table brackets, luggage rack brackets, and even the distinctive tubular ladders for the brake end were fabricated while the coach was in Yorkshire, giving the restoration to operational condition a massive headstart. No. 695 arrived with even a corner washbasin ready for the wash room compartment when this is recreated. It also benefited from having its underframe and bogies completely restored while on the NYMR.

As the accompanying artist's impressions shows, Nos. 228 and 695, are not going to end up exactly as built when they are restored. The structure will be pure GCR, but the alterations to the original pattern will all be reversible, allowing for complete restoration to original condition if ever required. One of the two saloon areas of No. 228 will be fitted out as a bar area, while the other will be a lounge area. The luggage area of No. 695 will be fitted with a kitchen, and the passenger saloon will be used as a dining car.

Initial hopes were to have the main work on the bodies of Nos. 228 and 695 complete for the 100th anniversary date on 15 March, but inevitably, matters overran somewhat. However,

with the current rate of activity, Richard Wilson's crossing of his fingers when he says that the two Barnums will be operable for October is probably unnecessary!

Once the group has the pair running and earning revenue, it would like to restore the more conventional Brake Composite No. 1663 to running order. This coach body, which was partially restored by Kim Broker at Chipping Campden, where he used it as his joinery workshop, currently sits on a bogie wagon in the yard at Ruddington. The aim is to transfer it on to the underframe of Third No. 799 which also rests in the yard at Ruddington. The body of this latter coach is in poor condition and its future is uncertain, but its underframe is the correct pattern for No. 1663. Although Composite no. 1663 is historically of a much less unusual pattern than the Barnums, it is now unique as the only known GCR clerestory-roofed coach to have survived.

Once Nos. 228, 695 and 1663 are running as an authentic three-coach Great Central train, what next?

GCR vehicles are not exactly thick on the ground these days. But a reasonable selection of GCR and LNER coaches and wagons built to GCR designs survive at various locations, including MSLR six-wheelers at the Buckinghamshire Railway Centre, Kent & East Sussex Railway, East Anglian Railway Museum, Chasewater Light Railway and a private site in Cambridgeshire.

While these vehicles are currently in the care of other bodies, the GCR Rolling Stock Trust is aware of their existence and will make sure that should they ever change hands that they will not 'fall through the net' and be left to rot away.

Closer to home, there are of course the two Barnums stored at Swithland sidings on the Great Central Railway (Loughborough), just a few miles away.

With added impetus to the dream of reassembling a real train of GCR stock being given by the centenary and the determined energies of the GCR (Nottingham) teams, will we really have to wait until the proposed multi-million-pound replacement bridge over the Midland Main Line at Loughborough is erected, before all four examples of J. G. Robinson's 'great leap forward' in rolling stock design are reunited? □

● Volunteers to help recreate the golden era of the Great Central Railway are always very welcome. Contact Peter Wilson or Arthur Barber to join the GCR Rolling Stock Trust at the heritage centre on 01159 405705.



Next project for the GCR Rolling Stock Trust: the return of Composite No 1663 to an appropriate underframe will bring the GCR train up to three vehicles



North British Locomotive Company-built J. & A. Brown 2-8-0 No. 20 (ROD No. 1984, which also served for a short time of the Lancashire & Yorkshire Railway and LNWR, is now a static exhibit at the Dorrigo Steam Railway in New South Wales. It last steamed on May 8 1963, and, unlike No. 23, there are no current plans to return it to steam.

Graham Black

GCR O4s in steam - three of a kind?

Not one but THREE Great Central Railway O4 class locomotives will be in steam within the next few years, if a restoration plan 'down under' proves successful. July should see the emergence of the National Railway Museum's 2-8-0 No. 63601 making its comeback on public trains on the Great Central Railway following a £75,000 overhaul at Loughborough works.

Norfolk's Bure Valley Railway last month took delivery of a home-built kit of parts for a 15in gauge finescale replica of a GCR 8K class (LNER O4 class) locomotive bought from Nottinghamshire builder Terry Turner, to be assembled at Aylsham loco shed over the next two years. Parts of the locomotive are currently on display at Aylsham station.

And one of three surviving ROD (Royal Engineers Railway Operating Division) 8Ks out of 13 which were exported to Australia following World War One is now on the long road to restoration.

The Robinson-designed 8K class was to the First World War what the LMS Stanier 8F was to World War Two - a powerful, versatile, all-purpose locomotive produced in large quantities for use by the military in countries overseas where the rail infrastructure had been decimated. The existing railway companies could not loan engines without severely hampering their own traffic.

A total of 521 8Ks were built to the GCR design by British companies including Kitson, North British and the Great Central Railway itself. The first orders were placed in 1917, but only 305 ended up being shipped to France for war duties.

All 305 returned to England and were subsequently loaned out to individual railway companies. Between 1923-27, however, 13 were sold to the New South Wales mining company of J. & A. Brown and were exported for use of the company's 18-mile-long Richmond Vale Railway. Three survived into preservation, J. & A. Brown Nos. 20 and 24, which are now static exhibits at the Dorrigo Railway Museum in NSW, and No. 23 at the Richmond Vale Railway in Kurri Kurri, which aims to rebuild the J. & A. Brown line from Richmond Main to Hexham.

At Richmond Vale, a major project to restore one of these three, No. 23, which was built by the GCR at Manchester in 1918 as War Department No. 2004, to working order, has been launched. The locomotive was the last to be shipped to France, in February 1919, where it saw service on troop trains. After returning to England, the locomotive was loaned to the GCR, eventually being returned to the government store at Morecambe in November 1921.

Bought by J. & A. Brown in 1926, it was dismantled and shipped abroad the following year, not being reassembled until 1932-33.

When it hauled a train of loaded hopper wagons to the washing plant at Hexham on February 15 1973, it became the last of its type to work a main line train anywhere in the world. Its last day in steam involved shunting duties on June 8 that year. Altogether, No. 23 clocked up 627,184 miles in the company's service.

In 1997, the Richmond Vale Railway launched plans to restore it to working order. The boiler was taken to the Hunter Valley Training Company for

assessment, and was found to be in need of major work including the replacement of both lower outer firebox side sheets, a new front tube plate and a new bottom half of the middle boiler barrel ring.

An appeal to raise £1,500 to buy a set of drawings for the 8K class from the NRM in York has been launched, while the estimated cost of restoration of No. 23 could range from £100,000 to £200,000 and take up to five years, Richmond Vale Preservation Co-operative Society Ltd. secretary Wendy Black told *Heritage Railway*.

"We are trying to prove that it carried Australian servicemen in France and get support from the Returned soldiers League to help fund the restoration," said Wendy. "It could then be steamed on commemorative occasions."

Meanwhile, Britain's sole surviving Great Central O4 - No. 63601 - subject of a £75,000 public appeal aided by *Heritage Railway* Managing Editor Peter Kelly, who cycled from John O'Groats to Land's End as part of a team to raise cash for the restoration, has had its comeback delayed due to the poor condition of its tender, which has needed a replacement tank.

It missed its planned return to steam in time for the GCR centenary celebrations in March and now looks set to emerge from Loughborough works sometime in July, going straight into traffic between Loughborough and Leicester North, said GCR spokesman John East. Its official launch will take place later, at a gala event on August 7/8.

Moves to borrow the tender of LNER 'D49' class 4-4-0 No. 246 *Morayshire* from the Bo'ness & Kinneil Railway to pair with No. 63601 so it would be ready in time were dropped following objections from Richard Gibbons, Head of Engineering Collections at the NRM, who said it was wrong to spend appeal money on repainting a temporary tender instead of working to finish the real one. □

Bargain-price 'Dawlish Donkey' excursions hailed a major success



A rare burst of sunshine on a murky weekend – the Severn Valley Railway's much-travelled Standard 4 tank No. 80079 passes Cockwood Harbour on the River Exe estuary on its way to Newton Abbot from Exeter with the final 'Dawlish Donkey' run of the day on Saturday April 3. Brian Dean.

PAST-TIME Rail's Easter 'Dawlish Donkey' main line runs – which saw Brighton-built Standard 4 2-6-4T No. 80079 run over the sea wall section of the GWR main line between Exeter and Newton Abbot has been hailed as a 'fantastic' success.

The nine trains which ran over the route from April 3-5 plus three evening special excursions from Exeter to Okehampton (named 'The Dartmoor Pony'), Exmouth ('The Globe and Laurel') and Heathfield ('The Heathfield Mule') saw the Lichfield tour operator take over £20,000 in just three days during a last-minute scramble for tickets.

With an average price of just £8 for a return trip, local residents and families visiting the 'English Riviera' coastline for the Easter break could not resist what they saw as a cut-price and affordable steam excursion over the main line, behind ex-Barry scrapyard locomotive No. 80079.

Past-Time Rail director Andy Staite said that the seven-coach trains were 85% full despite the poor weather which saw promising sunlight and emerging patches of blue sky on the Saturday morning slowly degenerate into the notorious South Devon blanket sea mist by Easter Sunday, much to the frustration of photographers who had travelled to the West Country for the event.

Last year, the firm's much-publicised debut 'Donkey' run, featuring GWR 0-4-2T No. 1450 and a rake of four blood-and-custard liveried Mk. 1, made heavy losses. The little auto tank kept perfect timing on each of its nine scheduled runs from Exeter to Newton Abbot over the Easter period – but with a ticket price of £19 a seat, only a posse of photographers braved the icy weather to travel to Devon for the occasion.

Lack of local advertising was blamed for the poor numbers of passengers; the cost of the tickets in an area where guest houses compete for custom offering B&B for £12 or less was never going to attract the family, many believed.

However, while disappointed at the take-up rate, Andy said at the time that the inaugural

by Robin Jones

'Donkey' run had been an operational success, and despite his losses, he would undertake it again.

The critics who said that the exercise could never pay were set to be proved right again when, on March 26, just eight days before this year's first trip, only 25% of the seats had been booked. History, however, did not repeat itself, for this year, there was a noticeable absence of the previous Easter's hordes of onlookers. Instead, they appeared to all be on the train this time round.

"Our advertising this year was a lot better," said Andy. "The ticket price was tailor made for families, just £10 for adults return and half price for children, whereas the £19 price last year obviously deterred many people."

"We learned our lessons from last year and our thanks must go to Devon County Council and in particular Andrew Butler, who works for Newton Abbot Town Council. He was very enthusiastic and helped us with leaflet displays around Devon."

"Most of the trains were full, although Sunday was a little disappointing when compared to the other two days. "We sold out of everything on the trains – the buffet car was left empty."

At Okehampton, where the LSWR station, once the gateway to the holiday resorts of Padstow and Bude via Halwill Junction, and now restored to showpiece condition as a visitor centre, a sizeable proportion of the town turned out to greet the arrival of the Severn Valley Railway-owned tank and its train as darkness fell.

After passengers disembarked at the station, the train ran empty to Meldon Quarry where the engine took on water and ran round.

There was a similarly electric atmosphere at Exmouth station the following night, where hundreds of local residents packed the platform, the engine crew being afforded a reception nearer to that afforded to pop stars.

Several passengers at Okehampton commented

on the value for money offered by the tickets, comparable to return trips on standard heritage lines and far less than the average charter.

"It was a great atmosphere everywhere we went," said Andy. "The whole programme was a fantastic success and we are absolutely delighted."

In March, No. 80079 explored another series of fairly obscure GWR branch lines, in a series of five Bristol area shuttles run by Pathfinder Tours and sponsored, as the nameboard proudly displayed, by the *Bristol Evening Post*. The shuttles included a run along the Thornbury branch, which is now truncated short of the town at Tytherington Quarry, where orange-jacketed security men had strict instructions to keep linesiders out at all costs. It was understood to be the first passenger train on the branch from Yate since 1959. Other workings during March 20/21 saw shuttles from Bristol Temple Meads to Avonmouth and Severn Beach.

Sadly, No. 80079 was unable to fulfil its duties on two scheduled Past-Time excursions to North Wales on the following weekend, April 10/11, after it failed at Crewe with firebox problems.

The failure led to the cancellation of the Saturday's 'Ynys Mon Express' steam hauled from Crewe to Holyhead and back, and the replacement of the Standard 4 on the Sunday's 'The Conwy Climber' steam hauled from Crewe to Blaenau Ffestiniog by Ian Riley's LMS 'Black 5' No. 45407.

At the time of going to press, SV R engineers were seeing whether the problem could be rectified in time for No. 80079 to join sister engine No. 80098 from the Midland Railway Centre back on their former stamping ground for Past-Time's London Tilbury & Southend Railway shuttles during May 2-3.

During the Bank Holiday weekend event, the pair are due to each work two 'shuttles'; from Fenchurch Street to Southend-on-Sea or Shoeburyness, covering both the Upminster and Tilbury routes on which the engines ran in their BR days. For late reservations call 01543 411971.



Deltic D9000 Royal Scots Grey crosses Ribbleshead Viaduct on the Settle & Carlisle line with the 10.37 Birmingham New Street-Edinburgh Virgin Rail cross-country service on March 20. Hugh Ballantyne.

New era for DPS as its 'Deltics' make main line charter debut

THE eagerly-awaited return of Deltic Preservation Society locomotives Nos. 55009 *Alycidon* and 55019 *Royal Highland Fusilier* to the main line is to take place in May.

Fresh from their appearance alongside No. 55015 *Tulyar* at the Midland Railway Centre in March — the first time all three DPS locomotives have been lined up together in preservation — and the presence of Nos. 55009/19 at the Barrow Hill open day of April 10, *Alycidon* and *Royal Highland Fusilier* have moved to Crewe for final preparation and assessment, including main line test runs.

The locomotives will make their main line passenger haulage debut in preservation on May 22, when two return workings are being made between King's Cross and York.

One of the pair will work out from King's Cross at 8.03am, allowing an eight-hour layover in the city, during which it will be possible for passengers to travel behind the other locomotive on the 11.35am charter to King's Cross and still return to York in time to get the 6.30pm return working for King's Cross!

The day will be a busy one on the East Coast Main Line — especially as Newcastle United have reached FA Cup final at Wembley that day, and with as little as 2hrs 10mins allowed for the 188½ miles between the capital and York, the runs are, as DPS spokesman Guy Middleton puts it, 'competitively timed'.

The operation of a VSOE Pullman charter between London Victoria and Bradford that day will bring a third 'Deltic' to the ECML — something not witnessed since the withdrawal of the class on January 2 1982.

The return to main line running of Nos. 55009 and 55019 is due to the leasing of the locomotives to the Venice-Simplon Orient Express charter operation — regular use of *Alycidon* and *Royal*

by Hugh Madgin

Highland Fusilier starts on May 24, with a large programme of runs due for VSOE over the next five years. Guy Middleton told *Heritage Railway* that following an approach from the VSOE to the DPS early last year, the DPS/VSOE contract for 'Deltic' haulage of the VSOE's northern Pullman trains was signed at the annual general meeting of the DPS in Derby on March 13, by which time VSOE had already spent a 'six-figure sum' on preparing Nos. 55009/019 for the main line.

'Deltic' operation is already built into the safety case for VSOE, so there are no difficulties regarding the use of 'heritage' modern traction on Railtrack metals.

No. 55009 is fresh from an eight-year overhaul at ICI's Wilton works, Teesside. Guy Middleton paid tribute to the 'fantastic' facility offered by ICI and explained that *Alycidon*'s overhaul had been so thorough that virtually every nut and bolt had been renewed. "If it could be renewed, we renewed it," he said. Test running of No. 55019 on the North Yorkshire Moors Railway last year has given VSOE drivers (the company has its own safety case and therefore, its own drivers) valuable experience with the 3,300hp locomotive.

The overhaul of No. 55019, which has been based on the East Lancs Railway, has not been quite so extensive as that of No. 55009. *Royal Highland Fusilier*'s bogies have, for example, been tested rather than overhauled as less work was required, and in late March, work was '99% complete', with just small tasks such as testing the lighting circuits still remaining.

No. 55015 is also being overhauled under the contract at VSOE's expense — as with *Royal Highland Fusilier*, Guy Middleton said that the work required will not be so extensive as on *Alycidon*. 'With 55009 everything that could be

unbolted, was; with 55015 everything that *should* be unbolted will be,' he said. *Tulyar* is expected to be back on the main line late next year.

While VSOE will lease all three locomotives from the DPS, one will still be available for use on heritage railways in the way that the DPS 'Deltics' have been in the past. The DPS will run three main line tours of its own each year — two will be enthusiast-oriented and one will be a dining train. Apart from the VSOE trips, the DPS tours will be the only main line work for Nos. 55009/15/19.

The DPS tours will not have specific names, says Guy Middleton, and will be advertised to DPS members first. By late March more than 50% of the seats on the May 22 trains had been sold — tickets can be booked by telephoning 01457 836242, or writing to 34 Holly Road, Retford DN22 6BE. Each of the 22 May tours costs £45 (£30 to DPS members) and a ticket for both — giving 754 miles of 'Deltic' haulage — is £65 (£45 for DPS members). As a special offer, a year's membership of the DPS is included in the non-member price of the tours. It is stressed that there will be no 'on the day' tickets.

There are currently 750 DPS members: for details of membership (£10 a year before June; £15 thereafter) telephone 01924 371280.

DPS Tour Timings, 22 May

Kings Cross	dep	8.03am
York	arr	10.25am
York	dep	6.30pm
Peterborough	set down	7.54pm
Kings Cross	arr	8.48pm
York	dep	11.35am
Kings Cross	arr	1.48pm
Kings Cross	dep	3.03pm
York	arr	5.13pm

Parallel running to be star feature of tenth 'Steam on the Met' event

PARALLEL running by steam locomotives over a six-mile stretch of the Metropolitan Line will be the main highlight of this year's 'Steam on the Met' programme.

Each morning during the event, to be held over the weekends of May 22/23 and May 29-31, two trains will run simultaneously from Harrow-on-the-Hill to Moor Park on their way to the main event.

Locomotives taking part in the event this year are GWR 0-6-OPT No. 9466 from Buckinghamshire Railway centre; Southern Railway U class No. 31625 from the Mid-Hants Railway; the North Eastern Locomotive Preservation Group's LNER K1 2-6-0 No. 62005 and LMS 'Black 5' No. 45110 from the Severn Valley Railway.

Veteran Metropolitan Railway B-B fourth-rail electric locomotive No. 12 *Sarah Siddons*, built in 1922, which has been retained at Ruislip depot, and a Class 20 diesel will provide braking on the trains.

During the parallel run, one locomotive will depart from Platform 1 at Harrow and run down the fast line, while the other will leave from Platform 3 and run non-stop along the local line.

The parallel run last took place in 1994, when it involved Buckinghamshire Railway Centre-based GWR 0-6-OPT No. 7715 in its latter guise at London Transport No. L99, and the Great Central Railway's GNR 'N2' 0-6-2T No. 69523. This year's parallel working will start from Harrow at 9.45am on Saturdays and Bank Holiday Monday and 9.16am on the Sundays.

During the main 'Met' event, two steam-hauled trains will run between Watford and Amersham, calling at Rickmansworth. They will operate hourly and every other half hour in each direction, with engines changed at Amersham on each trip.

Over the first weekend, the steam service will run in conjunction with Rickmansworth Canal

Festival and a free vintage bus service will link the town's station to the festival site, which extends over a quarter of a mile of the canal.

Rickmansworth Metropolitan Line Depot will be open to the public from 10am to 5pm on the three days of the spring Bank Holiday weekend, with a display of Underground trains in the south sidings. The London Underground Emergency Response Unit has been asked to provide demonstrations of its skills, including the re-railing of a train, while heritage buses and other vehicles will be displayed in the car park.

Metropolitan Railway E class 0-4-4T No. 1, which is out of its ten-year boiler ticket, is to be taken from its home at the Buckinghamshire Railway Centre to be displayed in Rickmansworth platform. No. 1 will be taken from Quainton Road on a low loader to either Ruislip or Neasden depot, from where a battery locomotive will tow it to Rickmansworth.

A series of free heritage coaches will link in to trains calling at Amersham during the same weekend. On Saturday April 29 they will run to Amersham Old Town, where there will be street entertainment, jazz and musical recitals. Sunday and Monday will see the coaches run to *Paradise Lost* author John Milton's cottage at Chalfont and also the Chiltern Open Air Museum, which contains



Metropolitan Railway E class 0-4-4T No. 1 at Quainton Road in 1990.

many re-erected historic buildings. Chenies Manor House and Gardens will be added to the itinerary on the Monday.

Tickets for the trains cost £9 for adults, £3 for children and £20 for a family. The tickets cover at least one full round trip on the steam specials and will be valid for further journeys if seats are available. They can also be used on Metropolitan Line trains between Moor Park, Watford, Amersham and Chesham on the day – as well as the parallel runs from Harrow and the last train back to Harrow at night.

● Further information can be obtained from Harrow-on-the-Hill station on 0171 918 9430.

New 'Shakespeare Express' to begin in July

THE Birmingham Railway Museum's long-awaited series of regular 'Shakespeare Express' budget-priced steam-hauled charters is scheduled to begin in July.

The £15 return trips, (family tickets £40), aimed at the local residents as much as the tourist or enthusiasts, will run from Birmingham Snow Hill to Tyseley and then non-stop down the North Warwickshire line to Stratford-upon-Avon.

Two 400-seat trains will run on each Sunday from July 11 to September 5, on October 31 and November 7, and during the 'Santa' season of December 5, 12, 19 and January 2. Trains will depart at 10.30am and 2.30pm from Snow Hill, returning from Stratford at 12.50pm and 4.50pm respectively.

Locomotive power will be provided by the museum's GWR 4-6-0 No. 4965 *Road Ashton Hall*, masquerading as its 'alter ego' of No. 4983 *Albert*

Hall, (see 'Steaming to the Barry century', pages 36-40) because, museum chairman Michael Whitehouse explained, the latter name has more pulling power. Coaching stock is likely to be hired while the museum's own carriages are prepared for service on the run, possibly by 2000, he said.

The 'Shakespeare Express' trip is seen as the first component of a wider and far-reaching scheme to develop the North Warwickshire line, and possibly Birmingham's mothballed original GWR Moor Street station, as a means of attracting visitors to Stratford-upon-Avon to the city centre and vice versa. If the Sunday services prove successful, the door could be opened for steam charters on the line during the week.

A feasibility study commissioned by three local authorities – Birmingham City Council, Warwickshire County Council and Stratford-upon-Avon District Council – suggested that if the scheme takes off, regular Central Trains DMU services could even be replaced by steam!



Left: Stanier 'Black Five' No 45407, owned by Ian Riley and based on the East Lancs Railway looks set to be fitted with air brakes to enable its use on Venice-Simplon Orient Express charter work. The locomotive, which completed its spark arrestor test run to Cleethorpes on 27 March with flying colours, will make a northbound run over the Settle & Carlisle line with '8F' No 48773 with the 'Cumbrian Mountain Express' on April 24 and May 5. No. 45407 is seen near Althorpe on the Castleton-Cleethorpes run. James Shuttleworth.



Merchant Navy Pacific No. 35028 *Clan Line* seen at speed near Aynho, at the head of *The William Shakespeare* on March 27 1999. Paul Stratford

More 'Green Train' visits to heritage lines

THREE more excursions to heritage lines by the Mid-Hants Railway's 'Green Train' are being scheduled for the summer following the outstanding success of the 'Quantock Flyer'.

The sell-out March 20 excursion from Alton to the West Somerset Railway's Minehead terminus was understood to be the first time that a steam-hauled excursion has worked off one heritage line on to another.

And a bigger bonus came for the Mid-Hants' Daylight Railtours operation – which appears to be winning new friends with every trip – was the spark arrestor test on the locomotive, John Bunch's Standard 5 4-6-0 No. 73096 on the return journey.

The locomotive passed – and now the 'Green Train' will carry passengers to the Kent & East Sussex Railway and the Romney, Hythe & Dymchurch.

Neither line has a main line connection, but coaches will be laid on to ferry passengers from the nearest Railtrack station, Hastings in the case of the KESR and Sandling for the RHDR.

The trips are provisionally pencilled in for July and August, and if agreed by EWS, which provides the locomotive crew and traction inspectors for the otherwise totally volunteer-led excursions, will bring

the number of Daylight Railtours trips this year to 12 – double the number undertaken in its debut season last year.

Furthermore, the success of the 'Quantock Flyer' – in which the 'Green Train' successfully 'plugged into' the WSR Spring Steam Gala, means that the trip is set to be repeated in September.

Mid-Hants spokesman Cedric Johns said that the next Minehead trip will take place between 'The Graduate' on Saturday September 4, when the Standard 5 will haul the train for 23 1/2 miles below the overhead wires on the East Coast Main Line between Hornsey and Stevenage, and the 'Severn Valley Limited' excursion to Kidderminster on Sunday, September 26, which will allow passengers sufficient time to make a four-hour trip on the SVR itself.

Following the success of the arrestor trials on No. 73096, similar units will be fitted to the MHR's U class 2-6-0 No. 31625 and Ivatt 2-6-2T No. 41312, enabling them to work main line excursions during the summer months.

However, the only real challenge to No. 73096's supremacy at the front of the distinctive rake of Mk. 2s will come in the form of Bulleid West Country Pacific *Bodmin*, currently in the later stages of

rebuilding at Alton.

Profits from some of the Daylight tours have been donated to the restoration of *Bodmin* to the main line. It is expected back in steam on January 1 2000 and will then take over the 'Green Train.'

● Changes have been made to the routes of all three 'Green Train' outings in April and May.

The Saturday, April 24 'The Worcester Standard' will take an outward journey through Leamington, Birmingham Snow Hill and Stourbridge. The return trip from Worcester follows the original outbound route in reverse, travelling via Evesham, Oxford, Didcot, Reading and Guildford.

The 'Dorset Flyer' from Alton to Weymouth, originally pencilled in for Sunday May 16, will now be running a day earlier, because of Railtrack engineering work in the Aldershot area. Finally, 'The Amberley Rambler' from Alton to Bognor Regis on Saturday May 29, will end its journey at Littlehampton.

● Train operator Connex South Central has hired the 'Green Train' for its Dorking line gala on Sunday, May 30. The train, hauled by No. 73096, will work shuttles between Dorking and Horsham.

Green Arrow to replace corrosion hit 'Gresley' on Cornish run?

LNER Class A4 Pacific No. 60007 *Sir Nigel Gresley* was unable to make its booked appearance at Didcot Railway Centre over the Easter weekend after the last-minute discovery of problems with its superheater elements on March 31.

During the locomotive's daily fitness-to-run exam, it was found that the ends of the elements had corroded, enforcing the cancellation of the Pacific's spark arrestor test run to Crewe on April 1. Work on re-ending the elements, which on an A4 are expanded into the header rather than fastened, began in earnest on April 6 at the Bury works of Riley & Son (Limited) with the aim to have the locomotive a runner again by April 20.

Ian Riley told *Heritage Railway* that he anticipated that with the burning of 'much midnight and some weekend oil', the locomotive would be ready to fulfil its forthcoming main line commitments, which include the 'Mayflower' to Plymouth on April 25, the 'Eastern Envoy' from Par to Reading on May 15 and the '40th Anniversary Special' on May 23, which marks the anniversary of No. 60007's post-war speed record for steam of 112mph, on a run from King's Cross to Doncaster and back.

However, Mark Elderkin of PathfinderTours, which is running the trip to Cornwall, said that the National Railway Museum has given permission for

its Gresley V2 2-6-2 No. 60800 *Green Arrow* to act as standby engine for the excursion if the A4 was not ready in time.

No. 60800 was also unable to make its planned appearance for Easter at Didcot, being left stranded at the Ruislip depot of London Underground awaiting a path.

● During its visit to Cornwall, No. 60007 is booked to appear at the Bodmin & Wenford Railway, running trains between Bodmin General and Bodmin Parkway station on May 1-4.

The A4 will depart from Bodmin General at 11.29am, 1.10pm, 2.10pm and 4pm. Returning from Parkway at 11.45am, 1.35pm, 2.35pm and 4.25pm.

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2nd-3rd May 1999

Standard Tanks 80079 and 80098 on home territory as they operate two round shuttles along the suburban lines through Essex. Sunday is Fenchurch Street to Shoeburyness via Upminster and Monday is Fenchurch Street to Shoeburyness via Tilbury.

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The Cumbrian Mountain Express

Diesel Didcot, Swindon, and stations via Stroud, Worcester, Kidderminster, Birmingham and Crewe to Carlisle, then 'Merchant Navy' Pacific no. 35005 *Canadian Pacific* via the Settle & Carlisle line back to Crewe. Standard Class £52.50, First Class £72.50, full dining Premier Class £118.



Other excursions this year include ex GWR 'King' class 4-6-0 No. 6024 *King Edward I* on July 3rd celebrating the centenary of railways to Fishguard Harbour. We also look forward to the return of ex GWR 'Castle' class 4-6-0 No. 5029 *Nunney Castle* to the main line in the autumn not to mention further dates with *Canadian Pacific* and BR Standard 2-6-4T No. 80079 and other steam, plus preserved diesels.

Of course heritage traction is not all that we do and we offer day and weekend excursions that will take you to Lands End or John o'Groats, Edinburgh, Lincoln, Canterbury, Knockshinnoch, Weymouth Quay and Goole. Oh and Tipperary, and its a long way to there!

Main Line Tour Itinerary April - June

Our monthly listing of main line tours featuring all heritage traction were correct at time of going to press. Those wishing to travel are advised to check with the operators before making final arrangements.

APRIL

24
'Cumbrian Mountain Express'
Starts Harrow & Wealdstone; LMS 'Black 5' 4-6-0 No. 45407 & 8F 2-8-0 No. 48773 Crewe-Farington Jn-Blackburn-Hellifield-Ais Gill-Carlisle. PTR

24
'Salisbury Spire Express'
Merchant Navy 4-6-2 No. 35028 *Clan Line*, London Victoria-Tooting-Wimbledon-Woking-Andover-Salisbury (break) & return Westbury-Pewsey-Newbury-Reading-Ascot-Staines-Clapham Jn-London Victoria. HRT

24
Spark arrestor trial (pre-bookable tickets available)
LNER A2 4-6-2 No. 60532 *Blue Peter*; Hellifield-Ais Gill-Carlisle & return. NELPG

24
'Worcester Standard'
The 'Green Train' Standard 5 4-6-0 No. 73096, Alton-Guildford-Reading-Didcot-Oxford-Leamington-Birmingham Snow Hill-Stourbridge-Worcester-(break)-Evesham-Moreton-in-Marsh-Oxford-Reading-Guildford-Alton. DR

25
'Mayflower'
Starts Paddington; A4 Pacific No. 60007 *Sir Nigel Gresley*, Didcot-Reading-West-Newbury-Exeter-Plymouth. PTR

29
Spark arrestor trial (pre-bookable tickets available)
GWR 0-6-0PT No. 9600, Shirley-Stratford-upon-Avon & back. VT

MAY

1
'London Standard'
Starts Finsbury Park; Standard 4 2-6-4Ts Nos. 80079/98 Leicester-Syston Jn-Manton Jn-Harringworth-Kettering-Bedford-Bletchley-Watford Jn-Primrose Hill-Jn Highbury & Islington-Stratford. PTR

1
'Marden Vestry Hall Fund Express'
Starts Marden, GWR 4-6-0 No. 6024 *King Edward I*, Didcot-Oxford-Worcester-Gloucester, Swindon-Didcot, then diesel to Marden. DrO

2
LTSR Shuttles
Standard 4 2-6-4Ts Nos 80079/98, Fenchurch Street-Barking-Upminster-Pitsea-Southend Central-Shoeburyness & return (two trips, engines used alternatively in each direction). PTR

2
VSOE Special
West Country Pacific No. 34027 *Taw Valley* or Merchant Navy No. 35028 *Clan Line*, London Victoria-Clapham Jn-Richmond-Staines-West Byfleet-Woking-Guildford-Portsmouth & return. VSOE

3
'Cumbrian Mountain Express'
Starts Watford Jn; LMS 'Black 5' 4-6-0 No. 45407 & 8F 2-8-0 No. 48773, Crewe-Farington Jn-Blackburn-Hellifield-Ais Gill-Carlisle. SA

3
LTSR Shuttles
Standard 4 2-6-4Ts Nos. 80079/98, Fenchurch Street-Barking-Upminster-Pitsea-Southend Central-Shoeburyness & return (two trips, engines used alternatively in each direction). PTR

8
'Golden Arrow'
West Country 4-6-2 No. 34027 *Taw Valley* or Merchant Navy 4-6-2 No. 35028 *Clan Line*, London Victoria-Bromley South-Rochester-Margate-Canterbury West-Ashford-Sevenoaks-Victoria. VSOE

8
'Mayflower'
Starts Paddington; Merchant Navy 4-6-2 No. 35005 *Canadian Pacific*, Bristol TM-Exeter-Plymouth & return. PTR

15
'Dorset Flyer'
The 'Green Train' Standard 5 4-6-0 No. 73096 Alton-Guildford-Havant-Fareham-Southampton-Bournemouth-Dorchester-Weymouth (break); Class 37 Weymouth-Yeovil; CI 37 + No. 73096 Yeovil-Westbury. No. 73096 Westbury-Reading-Guildford-Alton. DR

15
'Eastern Envoy'
'Deltic' D9000 *Royal Scots Grey* Reading-Par; A4 Pacific No. 60007 *Sir Nigel Gresley*, Par-Exeter-Castle Cary-Westbury avoiding line-Reading. PF

15
'William Shakespeare Express'
Merchant Navy 4-6-2 No. 35028 *Clan Line*, Paddington-Stratford-upon-Avon & return. HRT

19
VSOE Special
West Country Pacific No. 34027 *Taw Valley* or Merchant Navy 4-6-2 No. 35028 *Clan Line*, London Victoria-Acton Wells Jn-Reading-Swindon-Bath & return via Westbury. VSOE

22
'InterCity Tanks'
Standard 4 2-6-4Ts Nos. 80079/98, double-headed, Paddington-Swindon-Gloucester-Worcester-Stourbridge Jn-Old Hill Bank-Birmingham Snow Hill. PTR

22
'Steam on the Met'
GWR 9400 0-6-0PT 9466/ U class 2-6-0 No. 31625/'Black 5' 4-6-0 No. 45110/ K1 2-6-0 No. 62005, shuttles Amersham-Watford. LUL

22
VSOE Pullman Anniversary Tour
Deltic D9000 *Royal Scots Grey*, London Victoria-Bradford & return. VSOE

22
DPS specials
Two round trips, each using one of Deltics D9009 and D9019, Kings Cross-York & return. DPS

23
'40th Anniversary Special'
A4 Pacific No. 60007 *Sir Nigel Gresley*, Kings Cross-Doncaster, then diesel or electric to York, return as outward. SNG

23
'Steam on the Met'
GWR 9400 0-6-0PT 9466/ U class 2-6-0 No. 31625/'Black 5' 4-6-0 No. 45110/ K1 2-6-0 No. 62005, shuttles Amersham-Watford. LUL

26
'Welsh Marches'
Starts Liverpool Lime Street; Merchant Navy 4-6-2 No. 34027 *Taw Valley*/'Black 5' 4-6-0 No. 45407 Manchester-Shrewsbury-Hereford. RGY

29
'Amberley Rambler'
The 'Green Train' Standard 5 4-6-0 No. 73096, Alton-Guildford-Woking-Hounslow-Willesden Jn-Clapham Jn-Redhill-Three Bridges-Amberley-Arundel-Littlehampton & return. DR

29
'Cumbrian Mountain Express'
Starts Euston; Merchant Navy 4-6-2 No. 35005 *Canadian Pacific*, Crewe-Farington Jn-Blackburn-Hellifield-Ais Gill-Carlisle. PT

29
'Golden Arrow'
West Country Pacific No. 34027 *Taw Valley* or Merchant Navy No. 35028 *Clan Line*, London Victoria-Bromley South-Rochester-Margate-Canterbury West-Ashford-Sevenoaks-Victoria. VSOE

29
'Steam on the Met'
GWR 9400 0-6-0PT 9466/ U class 2-6-0 No. 31625/'Black 5' 4-6-0 No. 45110/ K1 2-6-0 No. 62005, shuttles Amersham-Watford. LUL

30
'Dorking Line Gala'
The 'Green Train' on hire. Standard 5 4-6-0 No. 73096, shuttles Dorking-Havant & one-way Dorking-Havant. CNX

31
'Cumbrian Mountain Express'
Starts Didcot; 4-6-2 No. 35005 *Canadian Pacific*, Carlisle-Ais Gill-Hellifield-Blackburn-Farington Jn-Crewe. PT

JUNE

5
'The Bristolian'
Starts Colchester; GWR 4-6-0 No. 6024 *King Edward I*, Acton Main Line-Bath (optional break)-Bristol TM (break)-Didcot. SA

5
'A4 Finale'
LNER A4 Pacific No. 60007 *Sir Nigel Gresley*, St. Pancras-York & return. PTR

20
'Ynys Mon Express'
Starts Euston; Merchant Navy No. 35005 *Canadian Pacific* Crewe-Chester-Holyhead & return. PTR

21
'Jacobite'
LNER B14-6-0 No. 1264 or '8F' 2-8-0 No. 48151, Fort William-Mallaig & return. WC

22
'Jacobite'
'B1' 4-6-0 No. 1264 or 8F 2-8-0 No. 48151, Fort William-Mallaig & return. WC

23
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

24
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

25
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

26
'Salisbury Spire Express'
West Country Pacific No. 34027 *Taw Valley*, London Victoria-Tooting-Wimbledon-Woking-Andover-Salisbury (break) & return Westbury-Pewsey-Newbury-Reading-Ascot-Staines-Clapham Jn-London Victoria. HRT

27
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

28
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

29
'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

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'Jacobite'
B1 No. 1264 or 8F No. 48151, Fort William-Mallaig & return. WC

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DR: Daylight Railtours (Mid Hants Railway)	01962 733810
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HRT: Hertfordshire Railtours	01438 812125
LUL: London Underground	Harrow on the Hill station
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SA: Steamy Affairs	01553 828107
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This video should be available from your usual stockist, or you can obtain it directly from Julian Peters by sending £19.95 (cheque made payable to I. J. Peters Archive) to: **The Ivo Peters Collection, PO Box 1815, Trowbridge, Wiltshire BA14 6YA**

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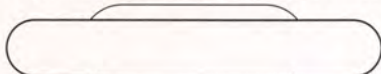
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Volume 62

"STEAM THROUGH THE COTSWOLDS"

(from the Jim Clemens collection)

For the first time ever, a video devoted to the PADDINGTON - HEREFORD line in the days of steam. Filmed from 1959 to 1965 it follows the route of the Cathedrals Express with no less than 15 Castles and 14 Halls. Other GWR motive power is seen from Panniers to Prairies, Moguls to 28xx class and even a GWR railcar. The lines feeding into the route such as the FAIRFORD branch, NEWBURY to DIDCOT, SHIPSTON on STOUR, CHIPPING NORTON and BROMYARD are seen in detail. AT WORCESTER, the "Vinegar" branch is covered. From OXFORD to HEREFORD every station and halt on the line is seen, a truly definitive record of this route which is now single for much of its length. Locomotives picking up water at GORING and CHARLBURY, climbing through COLWALL and LEDBURY, semaphore signaling throughout. This was a real railway, never to be seen again.

RUNNING TIME 60 minutes

£19.75 Post Free

Volume 63

"Scottish Railways Remembered" Part 1

The first in a series of videos covering the Railways of Scotland. This volume covers a wide ranging area to give a general view of the scene north of the border as it was from 1958 to 1966. Steam traction dominates but there is early diesel footage especially on the Far North line when Type 2's were in their early livery. However, steam was just hanging on there with an Inverness Caley station pilot, the WR 1649 at Dingwall and a 2P Pickersgill 4-4-0 in the snow at Thurso.

Visit Ayr and the Ballachulish branch for steam. There is a wonderful shed "bash" in 1960 around Central Scotland, St. Rollox, Polmadie, Haymarket and Dunfermline to name just a few. There is Fort William as it was in 1960. The Aberdeen to Stirling via Perth main line before Edinburgh Waverley with the Queen of Scots hauled by A3's. The final scenes are on the Callander & Oban line to Crainlarch with Caley 123 on that immortal railtour when it snowed in April 1963. A feast of steam with long forgotten classes of engines too numerous to count! Another excellent 1-hour programme with authentic sound track and informative commentary from the Ultimate collection of archive videos.

RUNNING TIME 60 mins.

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Volume 64

"Along LMS Lines" Part 1

A video on the southern section of the West Coast main line from Euston to Stafford via the West Midlands. CAMDEN and WILLESDEN sheds are visited setting the scene of the motive power seen on this section of line. Locomotives picking up water at BUSHEY troughs, Coronations steaming through BLECHLEY and all manner of engines at ROADE in the early 1960's. An in depth look at NORTHAMPTON and RUGBY MIDLAND with Princess Royals, Coronations, Jubilees, Scots and a 2P 4-4-0. Freight through the West Midlands with 8F and Super D. WOLVERHAMPTON HIGH LEVEL has Scot and a Duchess pacific. Fifteen Duchesses, four Princess Royals, Patriots, Scots and Jubilees make this an outstanding video of the days of steam over this route before and after the wires went up.

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Off the Shelf



Tracks on Canvas: The railway paintings of Philip D. Hawkins

(283mm x 315mm hardback, OPC, 96pp, £34.99, ISBN 0 86093 538 8). In terms of railway art, Philip Hawkins is to the 1990s what Terence Cuneo was to the sixties - the undisputed master. In this simply magnificent offering he introduces reproductions of more than 50 of his works with his childhood reminiscences of the steam days that became a guiding inspiration throughout his life, accompanied by b&w photographs of the era. The background to each of his paintings is outlined, often with preliminary sketches of components. The story is brought right up to date with paintings of modern traction including a Eurostar train. This is a book which well justifies the price and easily transcends the boundaries of railway enthusiasm to reach a far wider audience with its many stunningly evocative images.

Branch Line to Moretonhampstead including Heathfield to Exeter

By Vic Mitchell and Keith Smith, (A5 hardback, Middleton Press, 96pp, £12.95 post free, ISBN 1 901706). With the visit of the 'Dawlish Donkey' excursion on Easter Monday, the Moretonhampstead branch might well qualify as the ultimate heritage line - featuring steam traction, diesels and, at one point, the unique stone-built 3ft 6ins gauge Haytor Tramway on Dartmoor which has stood the ravages of time. The b&w archive pictures highlight all the stations on the branch and the associated Teign Valley line which branched off at Heathfield to Exeter. Diagrams, timetables and vintage Ordnance Survey large-scale maps add to the wealth of information on these classic GWR country routes as basic research which could take years is condensed into an easily-accessible reference work.

The Last Days of Steam on the Eastern Region

By Eric Sawford, (A4 hardback, Sutton Publishing, 156pp, £19.99, ISBN 0 7509 1616 8). Here is an extensive collection which is basically comprised of three-quarter side shots of locomotives, with little variation in terms of landscape shots or particularly evocative settings. However, it excels as a reminder of the rich variety of motive power that has not only disappeared from the region but from our heritage, ranging in size from the Gresley A10 Pacific *Great Northern* down to the delightful J70 O-6-0 tram engines associated with the Wisbech & Upwell Tramway and Toby, the Thomas the Tank Engine

character.

Station totems and target signs made to order

By Off The Rails. Aimed at those who wish to install BR station totem signs above their model railway layout or on their garden shed outside. Individually made on heavy duty white UPVC, they range in size from 900mmx260mm at £59.50 down to 277mmx90mm at £19.50 - or can be made to custom size. They are available in the colours of the Southern, Eastern, Midland, Scottish, North Eastern and Great Western regions.

Steam Heritage Museums & Rally Guide 1999.

Edited by C. L. Deith, (A5 softback, Tee Publishing, 96pp, £3.50, ISSN 0269 2368). An invaluable pocket guide for those whose interest encompasses heritage railways and extends to traction engine rallies, tramways and vintage buses, canal, ship, aircraft and military museums and even folk and countryside collections. In addition, there are 700 venues listed, along with 1,250 special events, and admission discount tickets worth in excess of £50. Excellent as a ready reference guide or to see just what's on hand in any given area - and it conveniently rolls up in the pocket too!

The Hull & Barnsley Railway

Compiled by Stephen Chapman, softback, 80pp, Bellcode Books, £8.95, ISBN 871233 11 9). Using more than 150 b&w photographs this volume covers the Hull & Barnsley main line from the city's Alexandra Dock to Cudworth and Stairfoot - the furthest that it actually reached into Barnsley, along with branches to Denaby and Wath-on-Dearne. The line was being 'wound down' four decades ago, and this volume concentrates on the period between the 1960s and 1950s. While giving a complete overview of the line, it aims to fill the gap left by a lack of published material on the West Riding section.

The Last Years of 'The Wee Donegal': The County Donegal Railways in colour 1950-59

By Robert Robotham, (A4 hardback, Colourpoint Books, 72pp, £13.99, ISBN 1 898392 42 0). With the imminent re-emergence of the twin County Donegal railcars from their complete rebuild at the Isle of Man Railway's Douglas workshops, this is a timely and entertaining book with appeal far beyond the shores of Ireland. A brilliant selection of archive colour photographs highlights the use of the railcars in their 'home' setting -

what was the biggest narrow gauge system in the British Isles - alongside traditional steam traction and eccentricities like the unique four-wheel diesel-mechanical tractor No. 11 *Phoenix*.

Past & Present - South Wales Part 2: Mid and South Glamorgan

By Don Gatehouse and Geoff Dowling, (A5 softback, Past & Present Publishing Ltd., 164pp, £13.99, ISBN 1 85895 084 8). Volume 28 in the renowned series of books which compare archive scenes from the golden days of steam with the same locations in the post-Beeching or modern era has been reissued. A series of more than 260 b&w photographs with a central all-colour section covers the South Wales main line from Rummey to Pyle, Cardiff's railways, the Barry Railway and Rhymney Railway lines and the Taff and Rhondda Valleys.

Past & Present - East Yorkshire

By Roger Hill and Carey Vessey (A5 softback, Past & Present Publishing Ltd., 164pp, £13.99, ISBN 1 85895 079 1). Another reprint from the Past and Present series, this volume covers Hull and the lines which radiate from the city, including the seaside branches to Hornsea and Withernsea, the Hull & Barnsley Railway, the coastal route to Bridlington, Goole and Howden and, by way of a complete contrast in landscape terms, the Wolds lines to Beverley, Market Weighton and Driffield. The usual format is followed - quality photographs from a wide selection of the better sources and a fascinating insight into how landscapes change in so short a space of time.

Tales of the Old Railwaymen

By Tom Quinn, (hardback, David & Charles, 192pp, £17.99, ISBN 0 7153 0544 1). Does the West Somerset Railway boast the oldest member of staff on any line, heritage or otherwise, in Britain today, I wonder. Harry Horn, now 92 who worked as a signalman on the line in its BR days, still undertakes the role of volunteer stationmaster at Stogumber, helped by his wife Iris. Twelve other veterans from the days of steam also recount their careers in a pleasing volume lavishly illustrated with archive photographs and watercolour paintings which succeed in enhancing its appeal.



Somerset's 21st anniversary gala, steam back on the Okehampton, Newquay and Falmouth branches and more. Excellent camera skills and editing has, however, been somewhat let down by washed-out colours.

North From Carlisle

(CineRail, video, 60 mins, £18.95). The volume of steam power based at Carlisle's Kingmoor depot under BR was staggering. As the film reveals, more than 70 Black 5s were shedded there at different times, as were 48 Britannia Pacifics out of the 55 built. Carlisle's primary importance came through its position as the hub of the north-west England rail network. Not only was it a key point on the West Coast Main Line but also the gateway to the fabled Waverley route to Edinburgh. Among the rich feast of main line traction including Duchesses, Baby Scots, A3s and A4s one might expect emerges Merchant Navy Bulleid Pacific No. 35012 *United States Lines*, running an enthusiasts' charter in 1964. That part, this excellent film has an appeal which is far wider than Cumbria.

Ian Allan abc British Railways Locomotives Combined Volume

Winter 1955/56 edition

(Ian Allan, (Ian Allan, pocket hardback, 94pp, £9.99, ISBN 0 7110 0506 0). Part of the abc locospotters' series which made the Ian Allan legend, this volume, in its day the Bible for

every schoolboy enthusiast, is now a key reference work, listing everything that was running in the year in question. Now in its fourth impression, the extensive collection of b&w pictures are beginning to look a little muddy.

The Great Western Broad Gauge by Laurence Waters

(Ian Allan, A5 hardback, 96pp, £15.99, ISBN 9 7110 2634 3).

The progress of the GWR Firefly replica project at Didcot Railway Centre is set to bring the great lost era of Brunel's broad gauge sharply back into focus, and rightly so. It is over a century since the 7ft gauge was swept away, along with numerous classes of locomotives and rolling stock. The author has produced what is possibly the best-ever concise yet thorough survey of 'the GWR system that was', brimming with contemporary drawings, archive photographs and all the essential facts.

Odd Corners of the Southern from the Days of Steam

By Alan Postlethwaite (Sutton Publishing, A4 hardback, 145pp, £19.99 ISBN 0 7509 1939 6). Overlooked aspects of the Southern Region and its predecessors are brought into focus. Instead of concentrating on locomotives, both rare and one-time commonplace examples of architecture, yards,

sheds, signals and boxes, signs and lamps are featured in a welcome departure from the previous Sutton style of too much white space.

Odd Corners of the GWR from the Days of Steam

By Kevin Robertson (Sutton Publishing, A4 hardback, 145pp, £19.99 ISBN 0 7509 1940 X).

Again, a quirky eye explores in depth the corners of a railway empire that the remit of other books cannot reach. Permanent way

gangs and equipment, camping coaches, the GWR publicity department, automatic train control and petrol railcars are among the arbitrary collection of topics. Very much a browser's book and delightful too.

A Pictorial Record of Southern Signals

By G. Pryer, (OPC/Ian Allan, A4 hardback, 208pp, £24.99, ISBN 0 902888).

First published in 1977, this new impression of a valuable reference source for those interested in signalling detail pertaining to the Southern Railway and its pre-Grouping constituents may well find a new audience 20 years on. Modellers and preservationists along with the serious student of signalling will appreciate this reissue.

Railways Restored 1999

Edited by Alan C. Butcher, (Ian Allan, A5 softback, 176pp, £11.99, ISBN 0 7110 2643 2).

Here it is again - the annually-revised guide to heritage lines, now in its 20th edition, listing each in alphabetical order by country, listing all locomotives and giving essential details for each, along with a timetable supplement. All railway journalists use this one as an essential reference work - and it still remains head and shoulders among its competitors.

Railwaymen, Politics & Money: The Great Age of Railways in Britain

By Adrian Vaughan (John Murray, A5 softback, 408pp, £12.99, ISBN 0 7195 5746 1).

There have been many historical overviews of our great railway heritage, but few as compelling a read as Adrian Vaughan's highly-raised tome, now issued in paperback. Beginning with the ancient Roman chariotways, Vaughan, a former BR porter and signalman examines in depth the political and financial intrigues behind the development of the British network, with a natural talent for throwing into sharp relief the characters who pioneered it - Joseph Locke, George Stephenson, Isambard K. Brunel, George Hudson and more. A gripping read oozing with natural talent for telling a story like it is.

The Colonel Stephens Railways:

A View From The Past

By John Scott Morgan (Ian Allan, A5 hardback, 96pp, £15.99, ISBN 0 7110 2628 9).

Colonel Holman F. Stephens was in many ways the forerunner of today's heritage railway movement, buying or building short independent lines which would never have proved profitable for a major operator. Of the 16 lines which built up his

empire, four - the Welsh Highland, the Ffestiniog, the East Kent and the Rother Valley (Kent & East Sussex) railways are now working heritage lines, while a fifth, the Burry Port & Gwendraeth Valley Railway may soon become a 'new generation' line. The book details all 16 in alphabetical order, providing a potted history, essential details and masses of rare archive pictures. Superb.

Portrait of the Pines Express

By Stephen Austin, (Ian Allan, A5 hardback, 112pp, £15.99, ISBN 0 7110 2624 6).

The 'Pines Express', perhaps the most famous of all trains to run over the Somerset & Dorset Joint Railway system, took its name from the abundance of conifers growing along the coastline around its Bournemouth destination. This comprehensive study traces the origins of the famous express from Manchester to the south coast from 1910 to its decline in the diesel era following the axing of much of the route, and the revival of the name on HST services in recent years.

The Wenlock Branch: Wellington to Craven Arms

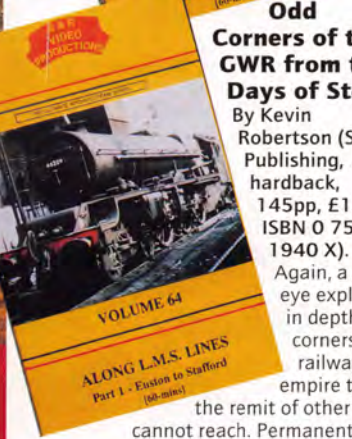
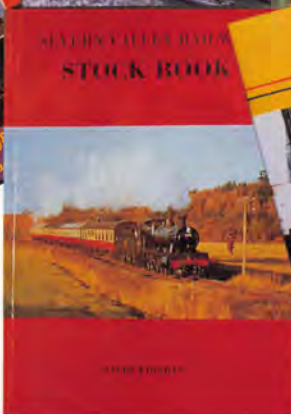
By Ken Jones, (Oakwood Press, A5 hardback, 256pp, ISBN 0 85361 500 4).

Oakwood famous Library of Railway History (this is number 105 in the series) have a habit of becoming much sought-after collectors items years after going out of print, and this offering should be no exception. The latest little gem from their stable is written by a GWR driver (also a founder of the Ironbridge Gorge Museum) who worked on the line during the postwar years and so talks very much with the benefit of first-hand experience. The branch may be among the more obscure GWR routes, yet part of it has been resurrected by the Telford Horsehay Steam Trust as a heritage centre.

The Railways of Stourbridge

By Clive Butcher (Oakwood Press, A5 hardback, 256pp, £19.95, ISBN 0 85361 533 0).

Written as much for those with an interest in this south-western corner of the Black Country as out-and-out enthusiasts, this fact-pact volume examines the myriad of lines which served the famous glassmaking town. There is, we find out, so much more to its railways than the short stump of a branch line from Stourbridge Junction to Stourbridge Town. The thorough survey also examines in depth local private tramways and mineral lines, locomotive traction and several accidents, including the renowned incident on April 24 1905 when a freight train slid out of control, smashed through the buffers and completely demolished Amblecote goods shed.





Clayton four-wheeled diesel *The Wee Mac* stands outside the restored original Dufftown station.

The price of a bottle of whisky – that is all it is costing to buy Britain's newest heritage railway. The volunteer-based Keith & Dufftown Railway Association, formed in 1992 to prevent British Rail from lifting the mothballed 11-mile branch linking the distillery towns, is in the final stages of completing the line's purchase from Rail Property Ltd. for the princely sum of a nominal £11.

And those who think that the association has landed the biggest bargain in the history of the heritage railway movement may well be right.

Seven years on, the association has eagerly joined the growing number of 'new generation' railways, mothballed lines which have been bought with grant aid packages and local authority assistance and handed over to enthusiast-inspired community groups whose aim is to reintroduce public services.

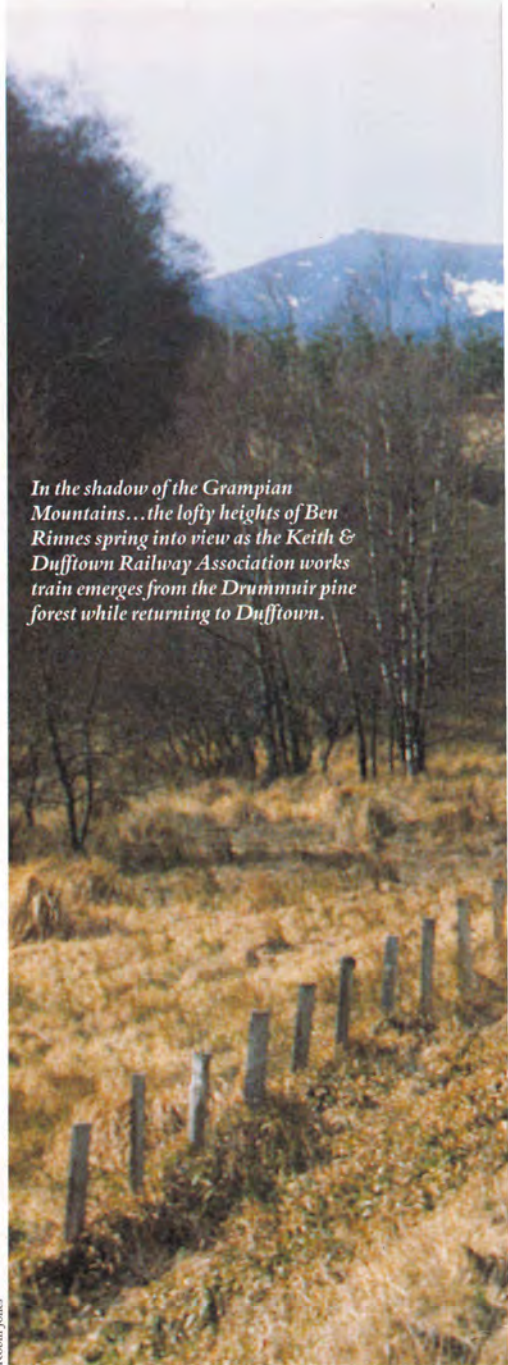
Their position is very different to that of the pioneering steam lines like the Bluebell and Middleton railways which sparked off the standard gauge heritage movement 40 years ago. Then, it was often a case of buying a line to accommodate and run a collection of rolling stock, and extending the track when funds were raised. Today's new generation railways often find themselves with a complete ready-to-run line – but no motive power.

Steam is obviously the big crowd puller, but with Barry scrapyard long since emptied and the remaining unrestored BR locomotives needing several years' work and six-figure sums to return to running order, the only other option for a 'starter' line here is to hire traction, or buy from abroad. Faced with bills of, for example, £30,000 to hire an ex-BR tank engine for a six-month season, some concerns, like the Bridgend Valleys, Spa Valley and Northampton & Lampton railways, have acquired Polish Tkh class 0-6-0 tank locomotives for relatively cheap sums. They are not authentic to the British scene, but fit the loading gauge and are virtually ready-to-run.

Other new lines, notably the Mid-Norfolk Railway, have begun public operations by looking to diesel traction, and this is the direction which will be followed at Dufftown in the initial stages.

The management have agreed to hire a two-car Hampshire DMU unit from Hastings Diesels Ltd. as soon as a Light Railway Order is obtained and the green light given by HM Railway Inspectorate. The LRO application was, at the time of going to press, waiting on Transport, Environment & The Regions Minister John Prescott's desk, no doubt beneath the hefty paperwork surrounding last year's public inquiry into the Welsh Highland Railway (Dinas-Portmadoc section) Transport &

In the shadow of the Grampian Mountains... the lofty heights of Ben Rinnes spring into view as the Keith & Dufftown Railway Association works train emerges from the Drummair pine forest while returning to Dufftown.



Keith & Dufftown Railway Association Chairman Maureen Webster at the restored Great North of Scotland Railway booking clerk's desk in Dufftown station – one of many prized original features which have been restored.

Whisky

The heritage railway frontier is being extended this year as the Keith & Dufftown Railway takes over the mantle of Britain's most northerly independent line from its nearest neighbour the Strathspey Railway. Robin Jones reports on the attempts to bring the whisky capital of the world back on line.



galore!

Works Order, on which a provisional decision has just been made.

The KDR feels, with, I feel, much justification, that the glorious scenery along the line and its unique character will more than compensate for the absence of steam in its debut season. Indeed, DMU services have proved extremely popular on lines like the West Somerset Railway and the Llangollen Railway, where the greater window space allows them to act as observation cars for those who place enjoyment of magnificent scenery first and foremost.

Dufftown justifiably parades itself as the whisky capital of the world, as there are no less than seven local distilleries. The original Dufftown station building, dominated by the giant Glenfiddich distillery and within sight of the dramatic ruins of thirteenth-century Balvenie castle, exudes a

decidedly Scotch atmosphere in more ways than one, for those standing in the sidings can taste the rich aroma of fermenting barley lingering in the air. Will some bright Chancellor of the Exchequer slap excise duty on the air breathed by future passengers, I wonder?

In Dufftown as along the whole 11 miles of the route, there is so much waiting to be discovered by the enthusiast and ordinary visitor alike, with, it must be said, sufficient classic lineside scenarios to make the eyes of any self-respecting photo charter organiser water. Not only does the line run through some classic stretches of quintessential and varied highland scenery – forests, glens, rolling hill pasture and views of the distant snow-capped peak of Ben Rinnes (2755ft) – but is teeming with wildlife. During my short journey down the line as an association guest aboard a works train, our path

was crossed by a roe deer and a red squirrel, while an unhurried heron gracefully floated down an air current in front of the locomotive.

The first railway to reach this locality was the Great North of Scotland Railway, which extended its line from Aberdeen to Keith (en route to Inverness) in 1856. The branch to Dufftown was authorised in 1857 but not opened until 1862.

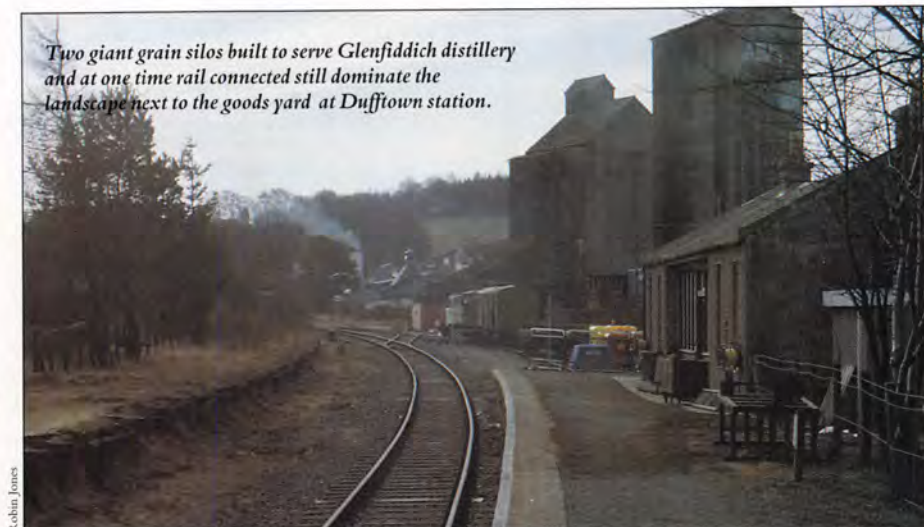
Freight traffic proved more profitable than passenger services, the most regular consignments being coal, lime and fish. After the declining passenger services were finally axed on May 6 1968, the line was kept open for goods traffic to serve the distilleries. It was given a further lease of life with its use until 1991 by the Northern Belle, a private charter train operation, after which it became disused.

British Rail ordered the track to be lifted the following year but, thankfully, was prevented from doing so when an injunction was obtained by Grampian Regional Council following local protests. This move allowed the association to begin takeover negotiations and renovation work on the delightful GNoSR Dufftown station building, and a marvellous job has been done. The interior wooden panelling has been restored or replaced and many other original fittings renovated, including the booking office fireplace and booking clerks' desk, complete with drawers and internal partitions for tickets. ►

On a much larger scale, European aid totalling £144,000 was obtained to carry out repair work on the stupendous 60ft-high two-arch Fiddich Viaduct which takes the line over the River Fiddich with the aid of guide rails and offers glorious panoramic views of the valley and traditional distillery buildings nestled below.

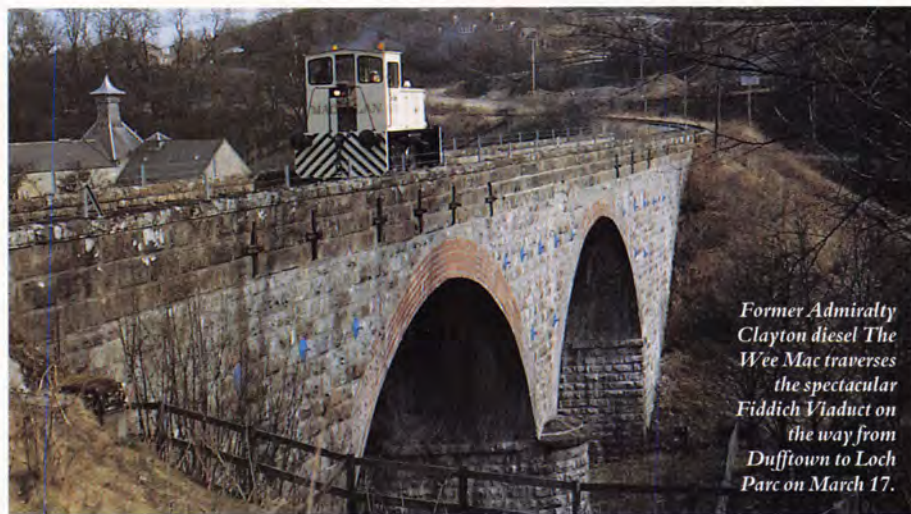
The track throughout is remarkably good condition, concreted sleepers for much of its length, although much of the infrastructure from the steam days including the station buildings at Keith Town and Drummuir has long since disappeared.

The initial plan for operating trains is to run the hired DMU over the four miles from Dufftown along the stretch which includes a 1-in-60 gradient to Loch Park, a beautiful manmade lake in the heart of a pine forest from where the lofty towers of the romantic Victorian Drummuir Castle can be glimpsed. From here, the infant River Isla tumbles over a circular stone weir, a few miles upstream



Two giant grain silos built to serve Glenfiddich distillery and at one time rail connected still dominate the landscape next to the goods yard at Dufftown station.

Robin Jones



Former Admiralty Clayton diesel The Wee Mac traverses the spectacular Fiddich Viaduct on the way from Dufftown to Loch Park on March 17.

from where its waters are taken to produce Strathisla malt whisky at that firm's Keith distillery, itself a major visitor attraction next to the railway.

Once KDR services are up and running, the track gang will turn its attention to the relatively small amount of remedial work needed on the remaining seven miles from Lock Park to Keith Town.

The KDR's first and currently sole operative motive power is a four-wheel Clayton diesel shunter built in 1979 (works number 1844) for the Royal Navy dockyards at Rosyth, where it was used on ammunition trains. In yet another KDR whisky connection, the locomotive was bought for the association by the nearby Macallan Distillery after approaches for sponsorship were made by former association chairman Alec West.



One of its kind...the prototype Class 140 two-car diesel multiple unit based on a modified Leyland bus chassis. The Keith & Dufftown Railway Association have installed a bar in one of the coaches and intend returning the unit to running order, but have been hampered by the absence of many original drawings, even though its made line debut was as recent as 1981.

Having clocked up only 1,899 hours' service since new, it was delivered to Dufftown after repainting in the distillery's livery with a bottle of Scotch emblazoned on the front of the cab and named *The Wee Mac*. Since then, it has proved a veritable workhorse on both works trains and driver training courses.

Of far greater importance in terms of railway history is the line's prototype Class 140 two-car diesel railbus unit, developed by British Rail Engineering during 1979-81. A combination of rail and bus technology and based on a Leyland bus chassis, it made its BR debut in June 1981 and was widely tested throughout Britain.

However, the class, which had a maximum permitted speed of 75mph, never made it into production. Instead, the design evolved into the Pacer and Sprinter trains used on low-density rural services. The unique 140 ended up being used for driver training before it was discarded at Leeds. After it came to the association's attention, a separate company, Banffshire Rolling Stock Ltd., was set up to buy it for £2,000, thereby saving a unique item of rolling stock for future generations and hopefully regular public use.

At present, the 47-ton Class 140 stands inoperative in a siding at Dufftown, and off-the-cuff

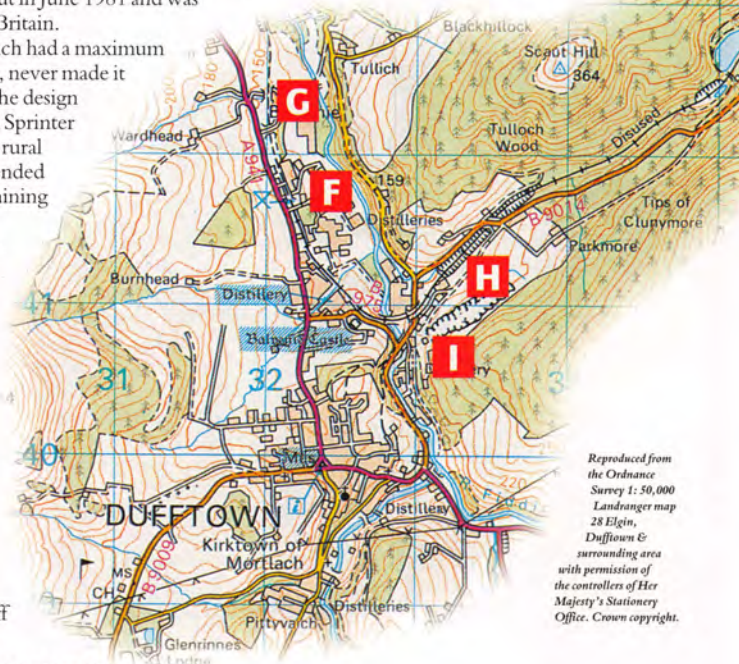
estimates place the cost of returning it to running order at around £50,000.

The association's only item of coaching stock to date is a former Network South East Mk. 2, which Strathisla distillery has agreed to sponsor for its refurbishment.

The association's volunteer force is also preparing to lay a run-round loop at Dufftown in readiness for the reintroduction of locomotive-hauled passenger trains, with a commercial eye on steam by 2000. The next aim will be to reinstate the Railtrack connection at Keith Junction on the Aberdeen-Inverness line. A condition of the sale of the branch to the KDR was the removal of two track panels between the junction and Keith Town station to prevent access to the main line. However, the KDR sees the restoration of the link as a key part of its plans, which include the eventual through running of charters both steam and diesel to Dufftown and the reintroduction of freight.

Coal and grain for the distilleries might also be carried again, taking heavy lorries off the region's narrow and winding roads. There is also the possibility that timber from the forests of the Drummuir estate surrounding the line and stone from Parkmore Quarry which overlooks Fiddich Viaduct could be taken out by train - earning extra vital revenue. Both Glenfiddich distillery and the quarry once had their own sidings.

The line could well be developed as a spine route linking several smaller attractions, which on their own might not prove hugely profitable or viable but could become



Reproduced from the Ordnance Survey 1:50,000 Landranger map 28 Elgin, Dufftown & surrounding area with permission of the controllers of Her Majesty's Stationery Office. Crown copyright.

successful as part of a larger network. At the intermediate station of Auchindachy, for instance, the station building is now a private house and although the platforms still belong to the railway, a better bet for a new stopping place here could be a halt next to the Mill of Towie. This is a wonderfully-atmospheric Victorian mill complete with waterwheel and internal machinery and which, sadly, now lies empty. A venture to open it as a restaurant failed – but the railway could easily give it a new purpose as an on-route attraction.

The platforms are still intact at Drummuir station midway along the line and the walls of the goods dock are still visible, although the goods yard area is in private hands. The KDR has plans to erect a locomotive shed and maintenance depot at this very secluded location, where a passing loop could also be installed, and the station would clearly make an excellent choice for a picnic spot.

Other proposals include constructing a replica of the two-level station building which once stood on the now-empty and moss-covered Keith Town platform, and, if access to Keith Junction is allowed, the association would dearly like possession of the Grade 2 listed GNoSR goods shed still served by Railtrack metals – and which could become a loco shed or workshop.

The KDR has now applied for another £400,000 of Euro aid to complete the renovation of the line and infrastructure.

Much work remains to be done, but the potential is monumental. KDR Director of Administration, said: "There are many people who have expressed an interest in bringing their steam locomotives here, and we have approaches from the Royal Scot dining train, which is stabled at Keith regularly, to come up the line."

The line's chairman is Aberdeenshire Council employee Maureen Webster, who, she admits, knew very little about railways until she was enticed to the line by her husband Peter, a regular volunteer and driver. "Once I was

- MAP KEY**
- A** Keith station on Aberdeen-Inverness line and Keith Junction.
 - B** Keith Town station site.
 - C** Auchindachy station.
 - D** Drummuir station site.
 - E** Loch Park, the proposed eastern limit of debut KDR trains this summer.
 - F** Dufftown station.
 - G** Former Great North of Scotland Railway route to Craigellachie and beyond, now used as the Speyside Way long-distance path.
 - H** Parkmore Quarry.
 - I** Fiddich Viaduct.

down here, I was hooked," she said.

Maureen holds the purse strings and knows only too well the limitations on a tight budget and the need for the association to show everyone that it can walk before it can run.

However, she is in no doubt that given the right backing by the powers that be, the line will become an asset to places like Keith which has high levels of unemployment and a need to attract revenue from visitors.

connection will make all the difference.

We're hoping to have it ready within two years," said Maureen.

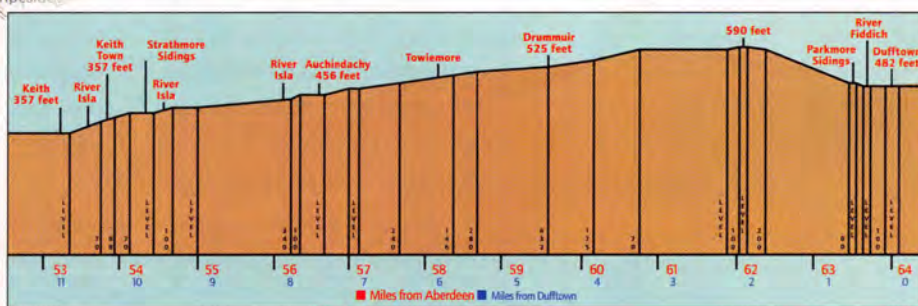
"By that time we will have had trains running and will have learned a bit," she said.

Her railway may be well off the beaten track for many visitors, especially those living south of the border. Yet the fact that it lies only about 30 miles away from the Strathspey – the GNoSR once continued through Dufftown to Craigellachie and Boat of Garten, the Strathspey's current operational railhead – may lure enthusiasts with the prospect of 'twin' attractions within what is in the 'Big Country' a comparatively short distance.

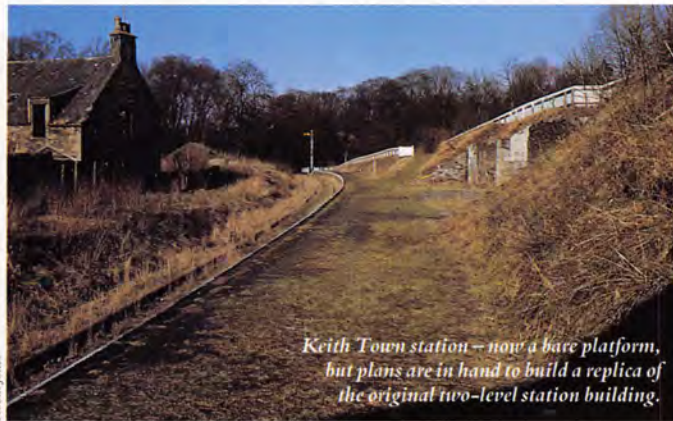
From my brief visit I can vouch for the fact that many delights await those who make the long trek north to this new heritage railway outpost. The benefits that its development could bring to the local community would, I believe, be limited only by the amount of public assistance and goodwill that it receives; there is no reason why it should not do for the economy of Keith and Dufftown what the North Yorkshire Moors Railway has done for Pickering, the Ffestiniog Railway for Portmadoc and the Severn Valley for Bridgnorth. At the start considered to be the machinations of adults playing trains, these lines are now recognised as vital to local prosperity. Therefore, the 'whisky line' could throw the area a rare economic lifeline, which should be grasped without delay.

Make mine a double Scotch – and soon! □

Left: Gradient profile from Keith Junction to Dufftown Station.



Keith Town station as seen in the 1960s prior to the demolition of the station building.



Keith Town station – now a bare platform, but plans are in hand to build a replica of the original two-level station building.

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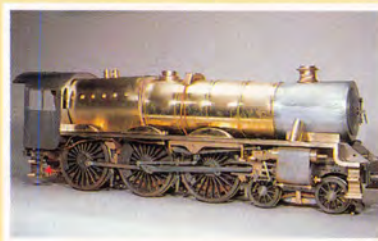
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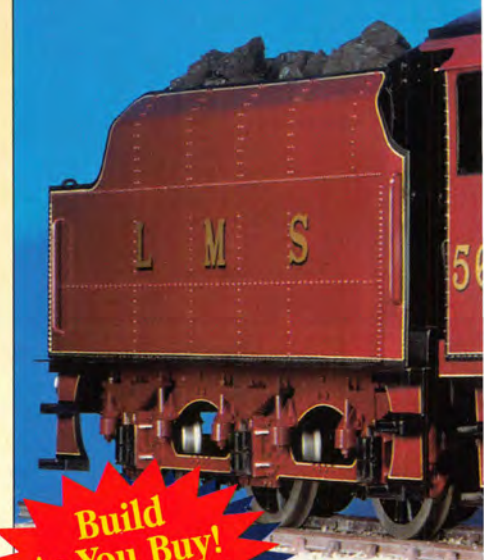
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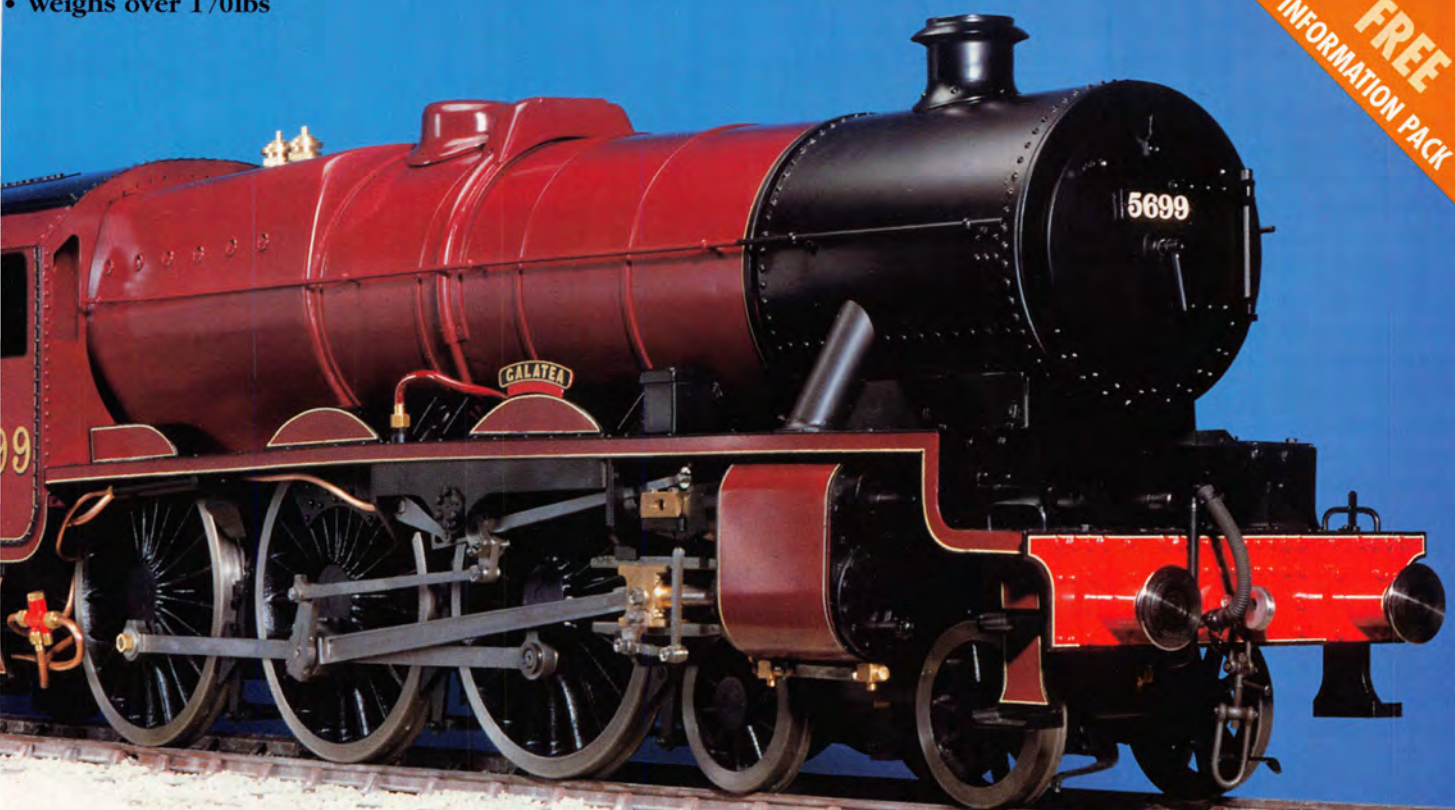


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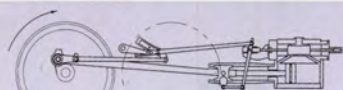
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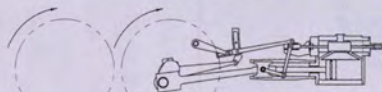


GALATEA 5699

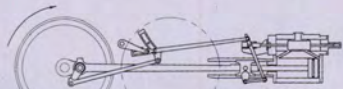
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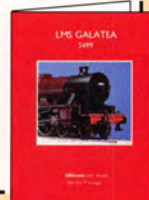
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HAZEL EVANS
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SCALE HERITAGE RAILWAY

with Paul Appleton

LET US KNOW...

In this regular column I intend to keep readers up to date with all the latest off-the-shelf locomotive and rolling stock developments from Britain's leading model railway manufacturers.

My own interests in the hobby go back a long way. My first layout was built for me by my parents and unveiled as a Christmas present when I was just five years old. This was a simple double track oval with cross over and was the old Hornby-Dublo 3-rail system.

There was a plethora of locomotives and rolling stock, supported by stations, signal box and other accessories of the day, including a Royal Mail coach and trackside mail bag collection and despatch system.

The whole lot would be worth a fortune today, but my mother (bless her) gave it all away to the local church 'bring and buy sale' whilst I was too busy to notice experimenting with my new Triang Hornby System Four two-rail train set!

My father later developed an ingenious system that lowered a layout down from my bedroom ceiling over my $\frac{1}{2}$ size bed and later, I was able to build my own 'round the outside of the room' layout on a continuous shelf.

I became an active member of the Warrington Model Railway Club, once I was old enough to gain acceptance, and mastered the art of scratchbuilding track in, of all scales, 3mm 'TT'. Over the years I have built layouts in 2mm 'N' and 4mm 'OO', but the latter is my main area of interest.

Indeed I have followed the scene closely for the past 35 years or so, and looking back, it is quite remarkable how things have moved on from tinplate days.

Hornby and Wrenn were for many years the main source of British outline ready to run locomotives and rolling stock in 'OO'. Although limited in terms of detail, the locos in particular were very durable and powerful, if occasionally a little crude by today's standards. Modellers could super detail these for better overall effect and could replace chassis and motors if required. The only other alternatives were white metal kits from the likes of Wills and K's, or scratchbuilding if you were brave and skilled enough.

In 'N' gauge, which was much less popular, Minित्रix was the main source, with Graham Farish moving onto the scene in a big way later.

By the end of the 1970s, new products were starting to appear from new names on the British scene utilising new technology and cheaper labour from the far east, with a much greater level of detail. Airfix, Lima and Mainline (Palitoy) brought a galaxy of locomotives and rolling stock that had only previously been dreamed of. Dapol, Replica Railways and Bachmann have all since contributed to the phenomena and, the latter in particular, have become very prolific indeed. Today, almost anything is possible!

Hornby too have responded to the challenge with a refreshing improvement to scale authenticity, boosted by the recent acquisition of models that were previously in the Dapol portfolio. Sadly, Wrenn and Trix have become collectors items only and are no longer in production.

Also in this column I plan to keep collectors up to date with information on long discontinued items and the sort of prices they are attracting at swap meets - another 'mania' that has swept Britain over recent years.

It is a fact that you don't have to have a model railway to collect locomotives, coaches and wagons. There are many people who like to collect miniature replicas of their favourites and show them in neat display cases.

There will be no layout features in *Heritage Railway*, there are plenty of good magazines out there already doing that, including *British Railway Modelling*, *Model Rail*, *Model Railway Enthusiast* and *Railway Modeller*, to name just a few of the more popular titles.

There are also specialist modelling titles such as *Finescale Modeller* and *Model Railway Journal* for those who take the hobby to extremes of accuracy in such mediums as 'EM' and 'P4'.

No, in this section I will be concentrating on the ready to run steam and (heritage) diesel era releases from major suppliers and manufacturers, so if you've got something new, tell us about it and we'll publicise it. If you've got a good story about an old Hornby-Dublo loco or a Wrenn wagon that has sold for a record price, let us know and we'll share it.

Write to me, Paul Appleton, at Heritage Railway, Rock House, Scotgate, Stamford, Lincs PE9 2YQ, Fax No 01780 765788, email: paul@cmspublishing.co.uk. I look forward to hearing from you.

Bachmann 'N'

The latest steam outline gem from Bachmann features the former Southern Railway's 'N' class 2-6-0 freight locomotive.

Part of Bachmann's Branch-line 'Blue Ribband' range, which feature a higher level of excellence than their already classy models, the 'N' is currently available in three livery variations; - Southern Railway green as No.1824, BR lined black with early 'cycling lion' emblem as No.31813 and the later BR lined black No.31860 (shown here).

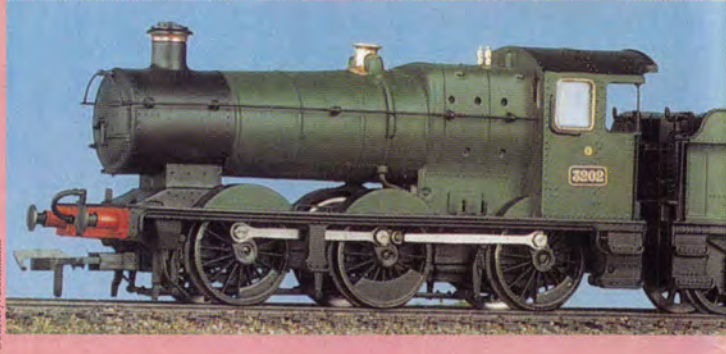
Originally a South Eastern & Chatham Railway design by R.E.L. Maunsell, the prototype, No.810, appeared in 1917 in plain grey livery. The outbreak of the first world war sidelined further production until the 1920s, with the Southern Railway continuing construction beyond the grouping in 1923, eventually bringing the class total to eighty.

The class was very successful and with a tractive effort of over 26,000lbs was capable of handling some of the heaviest freights on the SR's system.



No.31874, based at the Mid-Hants Railway, is the sole survivor from the class. The model itself is truly excellent, the level of detail very high and the 'dulled down' motion gives an authentic 'working locomotive' feel.

Powered by a Buhler, vertically mounted, three-pole motor, which gives excellent, smooth running and high torque properties and, just like the real thing, has no problem pulling almost anything that is asked of it.



BR Road vehicle from Corgi

Something a little different for the display cabinet Sir? Last year die-cast model manufacturer, Corgi, released a range of British Railways liveried commercial vehicles, bringing back memories of the 1950s and 60s, including the Bedford 'O' and Leyland 'Beaver' amongst others in a variety of guises (rigids and artics, etc).

A recent release to add to variants already available, is the Scammell Scarab three-wheeler in BR camrine and cream (blood and custard to some) with box trailer (RRP £17.99).

Unfortunately they are to a scale of 1:50, undersize by a little over 14% for 'O' gauge (7mm, 1:43 scale), but nevertheless very attractive and reasonably well detailed for out-of-the-box die-casts.



is a Real Gem



The solid, one-piece die-cast chassis gives plenty of weight to aid traction, whilst Bachmann have also elected for old-style, copper strip pick-ups for more reliable power contact.

Everything from the brake blocks on the driving wheels to the separately fitting vacuum pipes are faithfully captured, whilst a high degree of cab detail means that the footplate too stands up to close scrutiny. The buffers are sprung, whilst another innovation is NEM

coupling pockets on the draw-gear.

The clever coupling between locomotive and tender keeps them closely coupled whilst on straight track but allows enough flexibility when negotiating curved sections.

The recommended retail price is £61.25, but you can do better by shopping around at exhibitions and swap meets - I paid £43.00 for mine from 'Railway Lines of Sheffield at Donnington Swap Meet.

Another recent release in the 'Blue Ribband' range is the '2251' class 'Collett Goods' 0-6-0 in BR green or black with early crest, lined green with later BR crest and GWR plain green (RRP £53.95).

The eagerly awaited WD 2-8-0 in BR black (RRP £98.95) is expected this summer, whilst Bachmann's Limited Edition release for 1999 is the WD in Longmoor Military Railway blue and red as No.400 *Sir Guy Williams* which has a recommended retail price of £149.95.



Courtesy: Bachmann

'Warship' is latest

The 38-strong 'Warship' diesel-hydraulic class, developed from the DB's successful V200 class, is the subject of the latest locomotive from Bachmann Branch-line.

Due in the shops around now, variations include D817 *Foxhound* in maroon, D832 *Onslaught* in green with small yellow warning panels, D816 *Eclipse* in plain green and D831 *Monarch* in BR blue (RRP £44.60).

I haven't had the opportunity to test one of these yet, but I have it on good authority that they are extremely powerful, capable of pulling scale length trains and more. Hopefully, I can deliver a report in time for the next issue.

I have recently acquired one of Bachmann's diminutive class 04 0-6-0 diesel mechanical shunting locomotives, which was released last year, developed from the 03 with new cab and restyled body grilles. Available in BR black with early BR crest as No.11226, plain green with later crest as D2282 and with the addition of warning stripes as D2280, and in its most recent guise in BR blue as D2334.

Mine is D2280 (shown here) and I must say that the model is a delight. Separate handrails, vacuum pipes and horn are supplied with

the model (not yet fitted in photograph). The solid disc, close coupled driving wheels set the model apart and I have been very happy with its smooth running at slow speeds, absolutely critical when shunting confined spaces and over multi-pointwork. The 04 class was designed for light shunting duties at quaysides, private sidings and light tramways (as in the case of the Wisbech & Upwell Tramway) where heavier locomotives were prohibited. Introduced in 1952 from a prototype commission by the LNER in 1947, the Drewry Car Co and Vulcan Foundry built a large number of these versatile machines throughout the 1950s (RRP £38.25).

Joining the 'Warship' in the 'Blue Ribband' range soon is the ubiquitous 08 0-6-0 diesel electric shunter, Britain's largest ever diesel class. The model features a low geared, five pole motor to give maximum slow speed control - a full review will be published in due course.

Looking further ahead, Bachmann's recently announced new class 25/3, perhaps better known to us oldies as a Sulzer Type 2, is scheduled to be in the shops by December or January. More on this later.

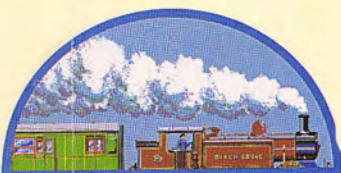


Biggest and best York

I was lucky to be able to attend the York Model Railway Exhibition over the Easter weekend. It was only the second time I have been to the show and the first since it re-located to York Racecourse. What a show! Taking up the entire multi-level grand stand exhibition centre, this was a real eye opener. Over a 100 layouts, stands and displays - and a very high quality to boot. Well worth the £5 admission fee and already in my diary for 2000.

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The first day of 1999 operation in the line's 30th Anniversary year, April 2, Bagnall 0-6-2T No. 2624 of 1940 Superb takes the last train of the day over Sittingbourne viaduct on the Sittingbourne & Kemsley Light Railway in Kent.

Logjam and firebox problems dog Scottish Industrial Railway Centre

PLANS by the Scottish Industrial Railway Centre to extend its operations along Ayrshire's Doon Valley to Dunaskin Heritage Centre again look unlikely to be fulfilled this year.

It is now six years since the original date named by the Ayrshire Railway Preservation Group for it to break out of its operating base at the centre, set up at Minnivey colliery site at Dalmellington, and work passenger trains over part of the formerly-extensive Dalmellington Iron Co. industrial rail system.

A revival in mining activity by Scottish Coal in the area and uncertainty regarding the future of infrastructure company First Engineering looks set to prevent heritage traction operation over the Scottish Coal-owned freight-only line

which links Minnivey with Dunaskin.

An upsurge in open cast mining in the area (which has seen coal trains working out of Ayr virtually round the clock and the recent reopening of two-thirds of a mile of the old Glasgow & South Western route from Holehouse Junction towards Rankinston) looks set to embrace a new opencast mine at Penryn to the south of the SIRC at Minnivey.

Whether the coal from the new site will be taken away by road or cause the line through Minnivey to reopen for coal traffic remains to be finalised. Signalling work between Minnivey and Dunaskin, which looked set to be undertaken by First Engineering under a sponsorship agreement, may now be held in abeyance, because First Engineering is up for sale.

Meanwhile, work on upgrading visitor

facilities continues at Minnivey, with new toilets and a buffet being installed.

Operating stalwart Barclay 0-4-0ST No. 10 added to the problems of the SIRC in March when it failed a boiler test.

The regular locomotive used for brake van trips at Minnivey, No. 10 was found to be suffering minor firebox cracks. Early in April the SIRC was seeking the comparatively rare services of a copper welder to make good the defects in readiness for the usual season of brake van shuttles on Sundays in July and August at Minnivey.

Although Barclay 0-6-0T Harlaxton is in working order, this locomotive remains at the 'other' end of the Doon Valley line at Dunaskin, with the railway's Mk. 1 coaches, and moving it could be problematic.

Roll up for Tanfield's latest venture!

THE world's oldest railway has found what appears to be the newest way of generating vital income.

The Tanfield Railway near Gateshead, which dates back to 1925, has been holding talks with an Edinburgh firm with a view to using the line and its locomotives to test firemen's hoses.

The idea is to unravel a hose along a 400-yard length of track with the reel affixed to one of the line's diesel locomotives.

The hose will then be tested in the time-honoured manner while lying along the length of track. When finished, the diesel will 'wind up' the hose.

Previously, the manufacturer has been using an old airfield to test its products, but the fees had trebled, said a Tanfield spokesman.

Irish appeal to re-steam works engine

A £25,000 appeal to restore *Nancy*, a former Stanton Ironworks 0-6-0T to running order on the 3ft gauge Cavan & Leitrim Railway in Eire has been launched.

Nancy was built by the Avonside Engine Co., in 1908 for the Leicestershire works, operating at the firm's Woolsthorpe Quarries until 1960 when it was bought for preservation. In 1972, *Nancy* was bought by the now-closed Shanes Castle Railway in Northern Ireland with a view to restoration, but little was done.

Two years ago, the engine was acquired by the Cavan & Leitrim Railway which has now launched a £100,000 rebuild.

Around £75,000 has been covered by grants, leaving £25,000 left to find. The railway aims to have *Nancy* working again late next year. The work is to be done by Alan Keef Ltd. of Ross-on-Wye.

Locomotives back to steam on Middleton

THREE locomotives long out of action are due to return to working order on the Middleton Railway at Leeds during the rest of 1999.

One-time Croydon B power station Peckett 0-4-0ST No. 2103 of 1948 passed its hydraulic boiler test with success by April and was due to be in service by the end of May.

The privately-owned Hunslet 0-6-0ST *Brookes No. 1* is due to appear in traffic next - hopefully by the railway's September gala. Its brand new boiler,

constructed by Winson Engineering of Daventry, is due to arrive at Leeds during May.

Once the Peckett is running, attention will turn to ex-Manchester Ship Canal Hudswell Clarke 0-6-0T No. 67, whose restoration is already complete below the footplate, with the aim of getting the locomotive back in service for Christmas.

Locomotives currently in steam at Middleton are 0-4-0WT No. 385 and Manning Wardle 0-6-0ST *Sir Berkeley*, both of which are working their last

season before expiry of their ten-year boiler certificate, Y7 0-4-0T No. 1310 and the Cockerill 0-4-0 tram locomotive No. 1625 of 1890, which is currently the oldest Belgian-built locomotive in steam anywhere.

• The Manning Wardle Arthur (the 'other' surviving Class L 0-6-0ST apart from *Sir Berkeley*) is due for major overhaul next year, including the provision of a new boiler, for which finance-raising methods are currently being investigated.

Menelaus offered for sale

PECKETT 0-6-OST *Menelaus* has been declared surplus to requirements by the Vale of Glamorgan Railway and has been offered for sale.

VoGR chairman Jeff Morgan said that offers for the locomotive - believed to be the last operating steam locomotive in industry in South Wales when it worked at Marine Colliery in Ebbw Vale until the early 1980s - should be in the region of £10,000.

"The engine is 90% complete, but a lot of work needs to be done," said Jeff.

"We do not really need it and we want to put our resources into something bigger, like laying track for our line over the Causeway between Barry and Barry Island."

Offers and inquiries may be made to the VoGR on 01443 432205.

Middleton Railway open new building

THE Fred Youell Building has now been commissioned at the Middleton Railway for workshop use, allowing the old workshop to be used as a museum.

Two locomotives will occupy the museum for the rest of 1999: Hudswell Clarke 0-4-OST *Mirvale*, and Hawthorn Leslie 0-4-OST No. 3860 *Swanscombe No 6*.

Slough Estates locomotive bound for Swindon & Cricklade

A GROUP which unsuccessfully tried to take over a closure-threatened Berkshire branch line has decided to merge with the Swindon & Cricklade Railway.

The merger will see the pride and joy of the 98-member Slough & Windsor Railway Society, Hudswell Clarke 0-6-0 saddle tank *Slough Estates No. 3*, (works no. 1544) move to Blunsdon in the coming weeks to celebrate not only its 75th birthday but its return to steam following a £35,000 rebuild.

The society was formed at a time when the three-mile Slough-Windsor former GWR branch was faced with the axe. The group, however, was never given the chance to buy the decision as a decision was made by British Rail to keep it open.

In the meantime, the society acquired a variety of rolling stock, both standard and 2ft gauge, which were stored in the grounds of a large private house at Stoke Poges. There, society members had their own half-mile 2ft gauge line on which a Simplex four-wheel diesel and a four-wheel Ruston

Hornsby locomotive, acquired from the now-closed Knebworth and Wintergreen Railway, were run.

Slough Estates No. 3 was built on 1924 to work on the industrial railway system which served the large trading estate, taking goods from the factories on it to the main line change sidings. In 1973, the engine was given by the estates to the embryonic Winchester & Alton Railway, now the Mid-Hants Railway.

The Slough & Windsor society acquire it as a kit of parts from Alresford through the services of the Reverend Alan Christmas, former chaplain to the trading estate, five years ago, and have been working on it ever since. Among the many new parts bought for the locomotive are a firebox, chimney and smokebox door.

Forced to look for a new base when the owner of the Stoke Poges house sold up, the society failed to find a new Berkshire base for the locomotive - sister to *Slough Estates No. 5* which is now on the Embsay & Bolton Abbey Steam Railway in Yorkshire. When the opportunity to

amalgamate with the Swindon & Cricklade came up, members jumped at the chance, said society spokesman John Appleton.

"They have a new engine shed at the Swindon & Cricklade Railway and we can store it under cover for the first time," he said. "Also, they intend to use it on a regular basis. It's 75 years old this year and we are delighted to see it back in steam."

Half of the 2ft gauge system has been sold, with some items going to the Kirklees Light Railway and others, including a former Knebworth coach, to the narrow gauge railway being established by Henry Frampton-Jones at Peak Rail's Rowsley railhead.

Other components of the line are being stored, along with the 2ft gauge locomotives, for possible re-use at a local garden centre.

No decision has yet been made on the future of a LNER B1 locomotive tender, latterly used as a snowplough based at Norwich, and a Fowler four-wheel standard-gauge diesel, both owned by a society member and also based at Stoke Poges.

Tanfield's 'real' freight 'unmasks' bridge

COUNTY Durham's Tanfield Railway - which ran its first 'real' freight train of the heritage era in February - has helped improve the view of its most stunning landmark in the process.

The three-mile railway, which dates from 1725, was engaged by Durham county Council to remove timber from its plantations in the spectacular Causey Gorge. The gorge cannot be accessed by road and the only way to take the logs out by rail, with the contractor using an aerial ropeway to deposit them at the Tanfield's Causey Arch station.

Apart from joining the growing number of heritage lines which have carried 'real' freight as opposed to running goods train photo charters, like the West Somerset, Mid-Norfolk and Nene Valley railways, the

exercise paid a 'double dividend' for the Tanfield.

The removal of the sycamore trees which over the years have obscured Causey Arch, built in 1725-26 to carry the Tanfield Waggonway across the gorge, and hailed as the oldest railway bridge in the world.

Used until the 1780s, it has become a major sightseers' attraction with visitors coming from all over the world to view it.

The arch can now be seen in its full glory thanks to the removal of more than trees, which have been replaced with oak and hazel saplings.

The first log train was hauled by Hawthorn Leslie 1923-built 0-6-OST *Stagshaw* on February 25, with Armstrong-Whitworth 0-4-0 diesel-electric performing the honours for the rest of the exercise.

Robert Stephenson & Hawthorn 0-6-OST No. 49 gets to grips with a coal train at Bowes Bridge heading towards Andrews House on the Tanfield Railway on March 28. The coal train, with empty wagons, is run every six months by the railway to recreate the atmosphere of the line in the 1960s. The next such event will be on October 24.

Hams Hall tank engine back in steam after 14 years

Robert Stephenson & Hawthorn 0-6-OT works No. 7151 - which last ran at the Avon Valley Railway 14 years ago - returned to steam at Easter. The 1944-built former Hams Hall Power Station, Warwickshire, locomotive, was been given a brand new firebox made by Chatham Steam

Restoration, a new smokebox, new bunker and new piston rods and heads in an overhaul which took ten years at the Bristol line. Making its comeback at Bitton on Easter Saturday, it will be used on service trains throughout the year and Santa special duties in December.



Dave Hewitt

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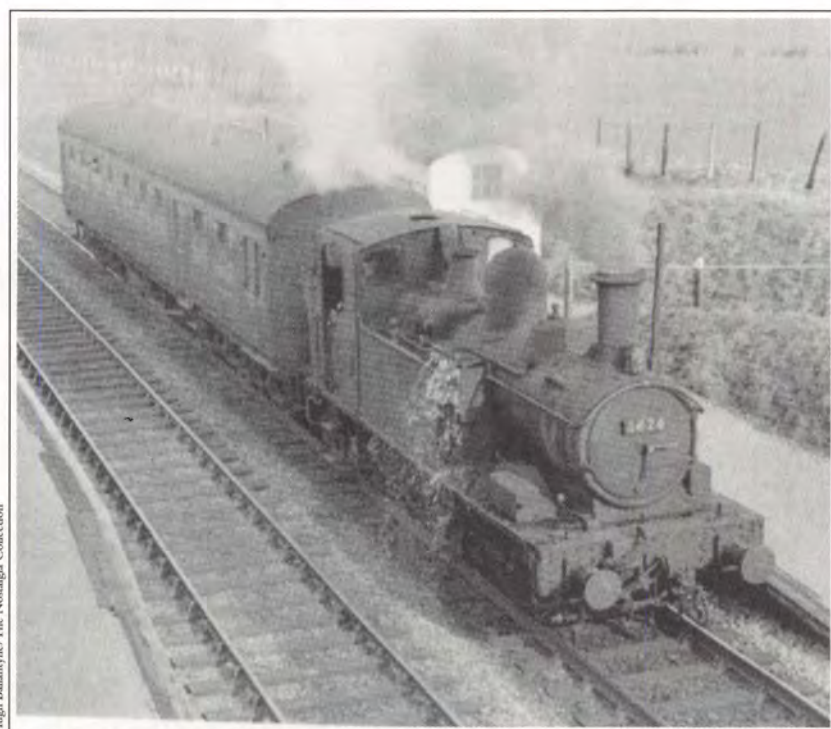
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Photocopy of form is acceptable



Britannia 4-6-2 No. 70053 Moray Firth approaches Winchcombe with the Ilfracombe-Wolverhampton Fair Level summer Saturday train on September 4 1965. This route was more famous for the 'Cornishman', the GWR's Wolverhampton-Penzance express which began on July 1 1908.



Hugh Ballantyne/The Nostalgia Collection

Above: GWR 1400 class Collett 0-4-2T No. 1424 restarts the 1.17pm Honeybourne-Cheltenham train from Hayles Abbey Halt between Toddington and Winchcombe on February 27 1960, the same year in which the halt, opened in 1960, was closed.

Right: 1400 class tank No. 1450, making its first appearance on the Gloucestershire Warwickshire Railway in BR black, passes the site of Hayles Abbey Halt, which has since been completely eradicated from the line. Correctly spelled Hailes Abbey, the halt took its name after the nearby 13th century Cistercian monastery, which attracted pilgrims from all over Britain in the Middle Ages by virtue of its claim to possess a phial of the blood of Christ. English Heritage has now asked the line to consider rebuilding the halt to allow visitors access by rail to the spectacular monastery ruins.

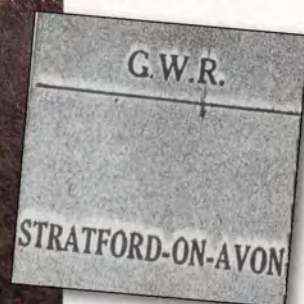


Between TODAY and YESTERDAY





Left: BR '9F' 2-10-0 No. 92203 *Black Prince*, a representative of a class which once worked regular freight trains over the Stratford-Cheltenham route, heads a passenger train at Winchcombe on November 15 1998.



No change for the 'Glos Warks'



In a regular series run in conjunction with The Nostalgia Collection, we take a look back at scenes from yesteryear on our heritage lines - and then fast forward to the present day to see how much has changed. This month Robin Jones visits the Gloucestershire Warwickshire Railway.

No track existed on site when the Gloucestershire Warwickshire Steam Railway plc moved into derelict Toddington station around 1981 with the aim of restoring the Stratford-upon-Avon-Cheltenham section of the Great Western main line from Tyseley (Birmingham) to Cheltenham (Lansdown Junction). Today, thanks entirely to countless man hours of effort, one could be forgiven for thinking that, apart from the absence of double track, time has stood still throughout the intervening years.

Rather than 'go for broke' and rush to build the longest running line that funds would allow, the modern-day GWR has painstakingly tackled all aspects of restoration, sourcing suitable replacement buildings where the originals had been demolished and amassing a collection of motive power that reflects the traction on the line in both steam and diesel eras. The latest arrival has been BR 2-10-0 9F No. 92203 *Black Prince*, owned by artist David Shepherd and stabled for many years on the East Somerset Railway...until now. Typical of the 9Fs that once worked freight over the line, including iron ore trains bound for South Wales, it will stay at Toddington until its boiler is due for overhaul in 2002.

Many recent visitors to the line's successful 'Honeybourne Weekend' gala during March 20-21 remarked on the latest finishing touches that have greatly enhanced the venue's appeal, including the installation of a canopy at Winchcombe station and the addition of a few extra track panels at the Toddington headshunt - giving the impression that the line already bends out of sight towards Stanway Viaduct and Broadway.

Now that HM Railway Inspectorate has approved the building of the western extension to Cheltenham Racecourse, as outlined in our News section, there's more to follow... ☐ ►

Right: Weston-sub-Edge was the first station south of Honeybourne Junction, where the Stratford-Cheltenham line was bisected by the Oxford-Worcester route, and which, it is planned, will in future years give the heritage line a revenue-earning main line connection, allowing charter trains into the international tourist honeypot of Broadway and beyond. At present, the trackbed here is empty and used as a walkway pending reinstatement of the line.

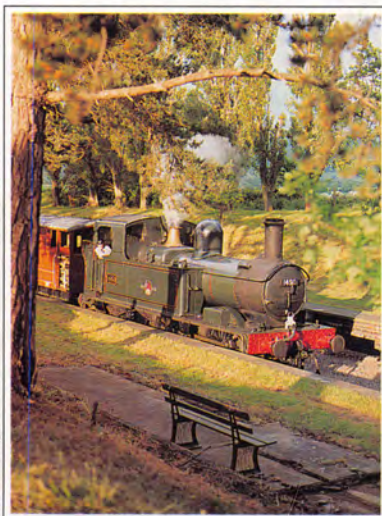


Lens of Sutton/The Nostalgia Collection



Doug Birmingham

Left: It's that locomotive again - '9F' No. 92203 Black Prince - and it is pulling into 'Weston-sub-Edge' station. In reality, it is hauling a ten-coach 8A Railcharters charter - at Carrog on the Llangollen Railway. The up platform building from Weston-sub-Edge (right) was acquired by that railway from BR Property Board in 1996 when it seemed that the Gloucestershire Warwickshire Railway was light years away from needing it. However, in an infrastructure merry-go-round, the GWR has acquired several buildings from elsewhere as part of its rebuilding programme. Thus we have the Monmouth (Troy) station building and Hall Green (Birmingham) signalbox at Winchcombe, the Gloucester Park (High Orchard branch) footbridge and Ashford (Kent) water tower at Toddington, where platforms were rebuilt with material from Gloucester Eastgate, Ashton-under-Hill, Cheltenham Malvern Road and Birmingham Snow Hill, and the lever frame in the signalbox comes from Earlswood Lakes on the North Warwickshire Line. The Stratford-upon-Avon (East) signalbox dismantled last year will be reused at Cheltenham Racecourse.



Steve Standbridge

Left: Collett auto tank No. 1450 - in its more familiar GWR livery - became the first locomotive in steam at Cheltenham Racecourse for more than three decades during a special open day to relaunch the heritage line's £1million share issue on June 28 1998. The share issue is to finance the relaying of track from the line's current western terminus of Gotherington through Bishop's Cleeve to the racecourse station by 2002, permission for which has just been granted by the Railway Inspectorate. Last year, track panels were laid in the station especially to accommodate No. 1450 on the open day; they were, however, afterwards left in situ in readiness for the great day when reconnection is made.

The Stratford-Cheltenham line's through passenger trains came to a end on August 25 1975, although Cheltenham Racecourse station, which was formally closed in 1968, was used for a race meeting special in March 1976. Here, on March 29 1975, Class 52 diesel-hydraulic D1052 Western Viceroy calls with a Plymouth Railway Circle excursion to Stratford and Birmingham.



Norman Freedy/The Nostalgia Collection



Above: By the mid 1960s, diesel traction had replaced steam on through expresses; in this instance, Brush Type 4 D1590 takes the 1.10pm Ilfracombe-Wolverhampton between Gotherington and the site of Gretton Halt, which closed in 1960 and has not, to date, been replaced.



Above: The Gloucestershire Warwickshire Railway has built up an enviable stable of diesel motive power to recreate the ambience of the line's latter years under BR. Here, Class 25/3 D7659 brings a rake of box vans past Toddington signalbox on July 20 1996.



Above: Gotherington station was opened in 1906 and closed as early as 1955. By 1966 its condition was best described as shabby, unkempt, overgrown... but, thankfully, intact.



Above: Gloucestershire Warwickshire Railway member Bryan Nicholls bought Gotherington station and converted it to a private house, rebuilding platforms either side. However, it is only now that the heritage line has been given Railway Inspectorate consent to rebuild Platform 2.

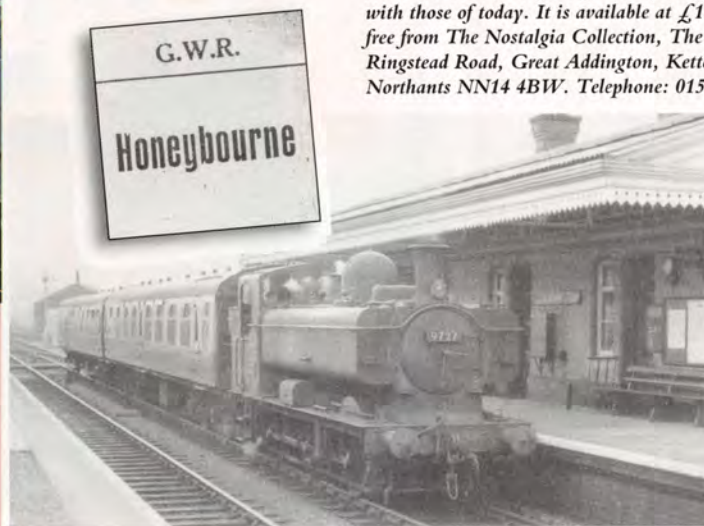
Reproduced from the Ordnance Survey Quarter-Inch fifth series map No. 13 (1962) The Midlands with permission of the Controller of Her Majesty's Stationery Office. Crown copyright.

Map: The Stratford-upon-Avon-Cheltenham route as surveyed shortly after the stations south of Honeybourne closed in 1960.



Above: On hire from the Severn Valley Railway, GWR pannier No. 5764 departs from Toddington with the 11am passenger service during the line's Steam and Diesel Gala on March 19 1994.

Right: GWR 0-6-0 pannier tank No. 9727 pauses at Toddington with the 1pm Cheltenham-Broadway train on February 27 1960. Stopping trains between Honeybourne and Cheltenham, including this station, ceased on March 7 that year.



Want to know more? Roger Siviter's definitive 'Past & Present' volume, *The Snow Hill to Cheltenham line including the Gloucestershire Warwickshire Railway*, has just been republished in paperback by The Nostalgia Collection. Its 112 pages contain nearly 190 photographs of the entire former GWR main line route, comparing scenes from yesteryear with those of today. It is available at £13.99 post free from The Nostalgia Collection, The Trundle, Ringstead Road, Great Addington, Kettering, Northants NN14 4BW. Telephone: 01536 330588



Brecon Mountain to build own locomotive

FOLLOWING in the footsteps of its North Wales counterpart the Ffestiniog Railway, the Brecon Mountain Railway is to build its own steam locomotive.

General manager Tony Hills said that discussions will start this autumn with regard to designing the locomotive – which is likely to be a replica of a previous prototype rather than a new freelance design.

"We've done everything else with locomotives, including building a boiler for our Arn Jung 0-6-2T *Graf Schwerin-Lowitz*, so we might as well go the whole hog," he said.

"Our problem is that there isn't a suitable locomotive around for us to add to our fleet. We need something a little smaller than our 4-6-2 Baldwin." He said that the 1ft 11½in gauge line was also considering building a set new of carriages to supplement the existing set which has been running since operations began in 1980.

Bus museum for Bishops Lydeard?

An historic bus museum may be developed next door to the West Somerset Railway's Bishops Lydeard southern passenger terminus.

The ideal is the brainchild of Steve Morris, managing director of Rexquote, a firm which converts plant to road-rail vehicles at a site adjacent to the station car park.

Steve owns a collection of 22 vintage buses and has applied to the Traffic Commissioners for permission to use some on tours.

Taunton Deane District Council this summer is to sponsor a vintage bus service which will link the stations to four of the principal tourist attractions in the region – 18th-century Hestercombe House, famous for its floral gardens, the restored Fox's Mill and Sheppy Cider near Wellington and the Willows and Wetlands Centre on Sedgemoor.

The bus will run at weekends and Bank Holiday Mondays from July 24 to the second week in September.

Mark Smith, general manager of the WSR, said that the development of bus-rail links will aid the development of the line as part of an integrated transport service, one of its principal aims. Already, the platform at Stogumber has been extended to cater for the increasing number of visitors to nearby Bee World who arrive by train.

A bus museum at Bishops Lydeard would provide an 'all-in-one' attraction for transport enthusiasts, adding to the railway museum.

Banwy Bridge survives floods

Severe flooding in central Wales during March failed to halt urgent remedial work on the Welshpool & Llanfair Railway's Banwy Bridge. Flood damage to the bridge in 1964 hampered the railway's bid to restore services from Castle Caereinion to Welshpool.

May 1 debut for £250,000 'single Fairlie' - Britain's

Britain's 'newest' steam locomotive is to be proudly unveiled by the Ffestiniog Railway during a steam spectacular over the May Day Bank Holiday weekend.

The Ffestiniog and Welsh Highland (Caernarfon) railways' Railfest 99 event will begin with the debut of £250,000 replica 'single Fairlie' 0-4-4T *Taliesin* at a naming ceremony at Portmadoc Harbour station on May 1.

The 11am ceremony will be followed by a private train to Tan-y-Bwlch as a 'thank you' gesture for everyone who had made this new-build project possible. *Taliesin* will hail its first public train to Tan-y-Bwlch in the afternoon.

The original *Taliesin* was built in 1876 and, withdrawn in the 1930s, was later scrapped. The replica, which has been built slightly over scale, was built at Boston Lodge works. Its debut has come six months earlier than planned, and is the culmination of a project which has its roots back in 1988.

With the completion of the overhaul of double Fairlie locomotive *Merddin Emrys* ten years ago, a group of FR directors floated the idea that a single Fairlie locomotive could be built from scratch. While examples of all the other types of engine in the FR fleet had been restored and used in the heritage era, the one-off *Taliesin* remained the 'missing link'.

When the first *Taliesin* was scrapped the name was transferred to one of the double Fairlies. This locomotive, referred to these days as 'Taliesin II' was the first double engine to be restored by the restorationists back in 1958. Withdrawn from traffic in 1971, it reverted to its original name of *Livingston Thompson* and now resides in the National Railway Museum in York. A new locomotive took the *Earl of Merioneth* name while the *Taliesin* nameplates were kept in a secret store.

From the outset, the enthusiasm for the project was obvious and there was never any doubt that the project would succeed – if the cash was raised, said the FR's director of volunteering, Paul Lewin. Project leaders came up with a plan revolving around 200 members committing to pay a thousand pounds by covenant on a quarterly basis over a ten-year period. The 200 units were quickly signed up.

"*Taliesin* will take a very special place in the FR fleet," said Paul. "Just about every single member of the Boston Lodge team has had some involvement in making 'Tal' happen. Whether financially, by making parts or just sweeping up for the busy engineers the *Taliesin* project represents the epitome of teamwork in railway preservation."

On Sunday, May 2, England 0-4-0STT *Prince* will emerge from its 18-month overhaul – and will double head with *Taliesin* to Tan-y-Bwlch in the afternoon.

During the following week, *Taliesin* will be in service on the FR driver experience program – giving a unique opportunity for enthusiasts to drive a brand new steam locomotive.

The Fairlie design – strange looking articulated locomotives with a chimney at either end, two power bogies much like a modern diesel, and a common boiler with fireboxes and all controls located centrally – has become a defining part of the FR's image. The single Fairlie is also a double bogie design, the difference being



Above: The original *Taliesin* at Duffws on the FR on July 22 1908. Adrian Gray Collection.

And for the next one....a new



The chassis of *Lyd* being assembled at ESCA Engineering of Wigan in early April. Paul Lewin.

Not content with having turned out a new double Fairlie – *Earl of Merioneth* – in 1979, and a single Fairlie in 1999, the Ffestiniog Railway's Boston Lodge works is now busy with its third new steam loco.

In the last few weeks the railway's £200,000 *Lyd* Project, which aims to build a faithful replica of Lynton and Barnstaple Railway locomotive *Lew*, has made great strides forward.

In 1985, lifelong L&B enthusiast James Evans was seeking for partners to help construct a replica L&B engine. The L&B Association – which now owns Woody Bay and Chelfham stations with a view to eventually restoring the whole line – was not in a position to help and so James turned to the Ffestiniog.

Lew was the L&B's fourth Manning Wardle and fifth locomotive. Delivered in 1925 and painted in Southern livery, it carried No. 188. On September 29 1935, *Lew* ran the

0 replica Ffestiniog newest steam locomotive



The Ffestiniog Railway's replica single Fairlie Taliesin in Lodge works in readiness for its May 1 debut. Owen Jones.

that the back bogie is unpowered, and as a result the boiler is much the same as a 'normal' steam engine. The Fairlie design has the benefit of being able to traverse very sharp curves, making it ideal for a line like the Ffestiniog.

Also in the Railfest 99 programme will be a Grand Cavalcade at Minffordd on the Sunday afternoon, featuring as many locomotives as possible, both steam and diesel. Guest locomotives for the event will be

Hudswell Clarke 0-6-0WT *Bronllwyd* from Bressingham Steam Museum and the Hampshire Narrow Gauge Railway Society's Hunslet 0-4-0ST *Cloister*.

The Monday morning will see diesel traction utilised on most trains. The event's timetable will also see gravity slate trains and a variety of vintage and modern stock in service. At Minffordd, the 7½in gauge railway will link attractions including plant and machinery, traction engines and charity stalls.

w Lynton & Barnstaple 'Lew'

line's last train with sister *Yeo* of 1897 - and subsequently was used by contractors demolishing the line. Afterwards *Lew* was overhauled and sent to Brazil for service on a sugar plantation. Despite efforts, *Lew* has never been traced - and some believe it just might still exist in the Brazilian interior.

With the FR's planned rebuilding of the Welsh Highland Railway, the proposed *Lyd* was seen as ideal for the economic operation of lighter trains.

However, despite an initial flurry of interest, it became apparent that the numerous competing locomotive projects raising funds in the UK had severely depleted the potential income available to the project. A review of potential income streams was conducted - and the line's current guest driving programme was determined to be the most promising route.

The intention was to share years of footplate experience with like-minded enthusiasts in return for donations to the Lyd Project. An agreement was struck with the FR management team who allowed the use of spare train paths, rolling stock and most importantly, quarry Hunslet 2-4-0STT *Linda*, the flagship of the Ffestiniog fleet. It proved a resounding success - as in the past four years around £30,000 has been raised in this way. Construction of *Lyd* afterwards progressed at a fair pace, with items such as boiler design, water tanks, smokebox, backhead fittings and even the whistle completed ahead of schedule.

In January the locomotive moved to ESCA Engineering of Wigan for the erection and wheeling of the chassis, including fitting of cylinders, springs and the major pony truck support castings. By early May the

locomotive will be back at the FR and the attention will turn to the provision of couplings, pony trucks and the all important braking system which will rapidly become a priority once the engine is capable of being shunted around on the rails.

The next priority will be the completion of the motion; all motion forgings were purchased some time ago, but much redrawing work and machining work is necessary.

Overall the project is in the happy position of being funded with one major exception, the boiler, which will cost around £40,000. The project team is appealing for L&B enthusiasts to help with donations to overcome this final hurdle.

Lyd is scheduled for completion in 2001/2, when it will emerge from Boston Lodge as No. 190 - the next number available in 1925 had the Southern Railway ordered a further locomotive.

Southall pair to run in at Blunsdon

GW Preservation Group engines No. 9682 and *Birkenhead*, currently in the final stages of overhaul at Swindon Locomotive & Carriage Works, are to undertake trial running on the Swindon & Cricklade Railway when they are outshopped. The last pannier tank to leave Barry scrapyard - 1949-built 5700 class No. 9682 - still awaited a vacuum cylinder and injector in April, but former Acton Lane Power Station RSH 0-4-0ST *Birkenhead* was complete. Ultimately, both will move to the new Strawberry Hill site of the GW Preservation Group, secured last autumn, two years after the group was forced to leave its Southall base.

Chairman Bob Gorrington emphasised that the Strawberry Hill site, which the group will share with South West Trains, is off limits for the moment, and urged enthusiasts to respect this. The bulk of the Southall Railway Centre stock remains at Southall, although some items are stored elsewhere: Peckett 0-4-0ST No. 2100 *William Murdoch* is at the East Anglian Railway Museum, and the unique AEC four-wheel diesel shunter is at a private location at Hanwell. GWR Prairie No. 4110 is at Swindon awaiting restoration when funds permit.

Leighton Buzzard's Chunnel diesel

BEDFORDSHIRE'S Leighton Buzzard Railway is marking its 80th birthday in style - by acquiring a 'new' diesel for passenger services.

The engine will be an extensive rebuild of a Simplex T series diesel-hydraulic (works No. 101T018 of 1979, originally supplied to the National Coal Board at Ledstone Luck colliery. It was refurbished by Alan Keef Ltd., of Ross-on-Wye - and then used as a depot shunter on the Channel Tunnel construction project at Cheriton.

Alan Keef has now regauged it from 900mm to 610mm (2ft) for use on the LBR. It will also have its engine and drive train repositioned to provide room for a full-size cab. In its new incarnation, it will carry Alan Keef's works number 59R, of 1999. A LBR spokesman said: "In rebuilt form, it will be a totally unique machine, both mechanically and in appearance."

At Page's Park, it will be used as standby and rescue locomotive and also work some passenger trains.

Windmill Farm duo for Romney gala

TWO Barlow diesel-electric locomotives from the Windmill Farm Railway near Southport will be the principal guests at the Romney, Hythe & Dymchurch's Steam and Diesel Gala on May 16.

All available RHDR locomotives will be in service on the day. Meanwhile, 1931-built Pacific *Winston Churchill* is set to return to traffic in May follow a major overhaul which has included a new boiler.

The Rise & Rise of Railwayana

A higher number of collectors and higher prices – that's the way the railwayana collecting world has gone in the last decade, with no sign of a slump yet.

Those individuals who were fortunate enough to acquire items when the writing was on the wall for the end of steam can now sit pretty in the knowledge that their much cherished railway item, considered to be at more or less scrap value in the late 1960s, is probably now worth considerably more.

Respected railway historian George Dow who held the post of Divisional Manager at Stoke in 1964, was

coloured station signs competed for space with station clocks and fire buckets down to cases containing badges and buttons from withdrawn uniform. The new stylish Collectors Corner at York is a far cry from those halcyon days at Euston and many items are now sold on commission as the rail system yields less and less of collectable value!

But it is the enthusiasts themselves that have led the way in modern times.

With anything up to four or more railwayana events per month in all but deepest Winter, the rise in interest has been phenomenal. With around ten established quarterly venues and a monthly 'phone auction, the number of relics passing amongst collectors at any one time is huge. Auctions run by enthusiasts far outweigh anything that the established London auction houses can muster with their disincentives

such as paying a buyers premium on top of the hammer price and then VAT on the premium. At enthusiast-run auctions you pay just the hammer price.

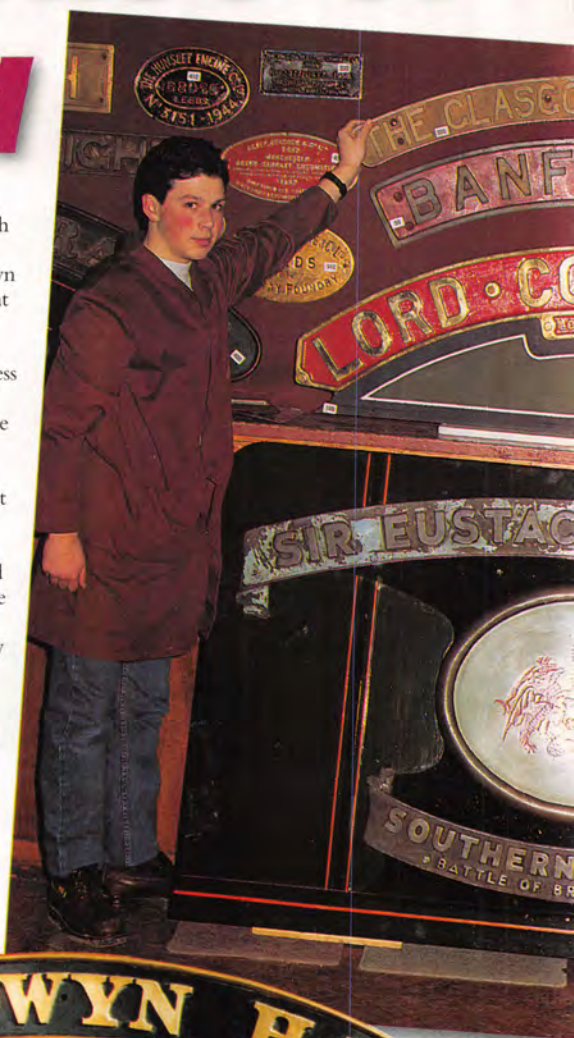
Whilst it is estimated that there are around 1,000 'active'



upset at the wholesale scrapping of railway items and arranged the pioneer BR auctions at Stoke, enabling the railway to benefit from higher returns than the scrap value, but above all, items were now being saved for posterity.

It took British Rail until 1969 to open Collectors Corner in the old LMS harness rooms at Euston as the official outlet for redundant items.

The anticipation that could be felt as the collector climbed the rickety iron staircase up the side of the warehouse in Cardington Street was rewarded every time by an Aladdin's cave of dusty treasures. Shelves full of guards handlamps and walls of variously



collectors, there are probably thousands more who just have the odd one or two items in their railway office 'den' or model railway room, something in the attic that was purchased years ago or a once-prized item now lying forgotten in the shed.

By far the number one railwayana auction venue in terms of collectors in attendance and turnover of quality items are those held in the unlikely surroundings of a school assembly hall in suburban Sheffield. A Mecca for collectors, Sheffield Railwayana Auctions, led by Ian Wright, consistently notches up record prices for anything from locomotive nameplates, station signs and a whole array of goodies from our once great railway system. It does after all, only take two keen bidders to push up the price of an item on the day and that any item is only worth what someone else is prepared to pay for it. The friendly auctioneers are just there to assist you!

Left: Viewing area at Sheffield auction, March 1999.

Right: Works of Art; railway posters ready to go under the hammer.

Below: Porter Peter Smart (right) and his assistant reach for The Glasgow Highlander nameplate for auctioning at Sheffield.



"Two out of seven nameplates at our last sale were purchased by collectors who wouldn't remember steam" says Ian. It is the middle-aged that form the bulk of the new collecting faces. "They have discovered or rediscovered a hobby in line with finding that they now have a disposable income."

From Cundalls Auctions at Malton, North Yorkshire down to Solent Auctions at Wickham in Hants, the regional sales will provide enough material for those not in the habit of spending thousands of pounds on a nameplate and they often turn up goods from within their local catchment areas. Kidlington and Solent for instance, will naturally have a leaning towards Southern items. For those with an interest say, in just signalling items, railway china, or the picturesque view panels that once adorned every railway carriage, or a host of other areas, then the bargains are there. Outside of the auction scenario, there are well-attended swapmeet events, car-boot style, where a sale or exchange can be undertaken on the traditional bartering style. Those held three times a year in the

RAILWAYANA UPDATE

THE GLASGOW HIGHLANDER
LMS Black 5
(without badge) £25,600, Sheffield.

LORD COLLINGWOOD
SR Lord Nelson Class £16,000, Sheffield.

KIDLINGTON: Heritage Traction Nameplates Auction, 17 April.

Class 20 Henry Pease, Class 60 Stac Pollaidh, Class 47 Sir Joshua Reynolds

GWR AUCTIONS, PERSHORE.

Forthcoming sale 10 July. SR King Arthur nameplate The Red Knight, BR(S) Totem: Guildford (London Road) One of only two stations to include lower case lettering on totems.

USEFUL CONTACTS/ADDRESSES RAILWAYANA AUCTIONS:

Birmingham Railway Auctions

Monthly phone auction as part of the contents of Railway Collectors Journal. Details: John Mander Tel: 0121 449 9707.

Cundalls Regular auctions at Malton, North Yorkshire. Details: Harry Dimmey Tel: 01653 697820.

GWR Auctions Regular auctions at Pershore, Worcestershire. Details: Simon Turner Tel: 01684 773564.

Kidlington Railwayana Auctions Regular auctions at Exeter Hall, Kidlington, Oxford. Details: Mike Soden Tel: 01295 251134.

Midland Railwayana Auctions Regular auctions at Matlock, Derbyshire. Details: Tel: 01889 563530.

Onslows Regular transport poster sales – some transport collectors items. Details: Patrick Bogue Tel: 0171 371 0505

Sheffield Railwayana Auctions Regular auctions at Myers Grove School, Sheffield 6, plus additional specialist sales. Details: Ian Wright Tel: 0114 274 5085.

Solent Railwayana Auctions Regular auctions at Wickham, Hants. Details: Alan Tonks 01489 584633.

SWAP MEETS

Quorn, GCR (March, June, Sept). Details: Bob Withers Tel: 01455 202002

Hellfield Station Details: 01772 784139



It is commonplace for a good steam locomotive nameplate to command a much higher price than that originally paid by the railway company to construct the whole locomotive!

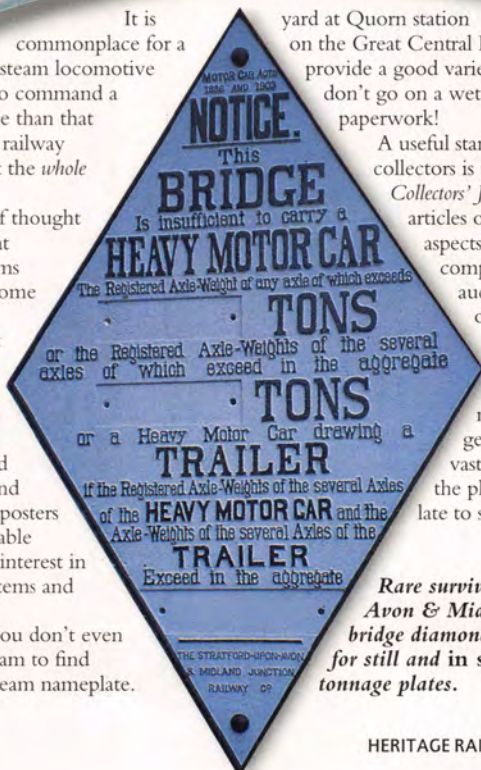
There is a school of thought by some observers that interest in historic items will wane as they become outside the realms of living memory – "not so" says Ian. "They are now genuine antiques in their own right – look at the interest still in GC and LNWR nameplates and pre-Great War travel posters as examples of collectable artwork – look at the interest in White Star shipping items and The Titanic!"

And it seems that you don't even have to remember steam to find yourself acquiring a steam nameplate.

yard at Quorn station on the Great Central Railway provide a good variety of items, but don't go on a wet day if you collect paperwork!

A useful start point for budding collectors is to subscribe to the Railway Collectors' Journal with its feature articles on various collecting aspects and diary listings complete with a telephone auction catalogue. The organised events are good social occasions for meeting other collectors and whilst there may be more collectors and generally higher prices, the vast majority collect just for the pleasure of it. It is never too late to start a rewarding hobby!

Rare survivor: Stratford-upon-Avon & Midland Junction Railway bridge diamond plate, obviously cared for still and in situ although minus its tonnage plates.



Details to: **Up & Running, Heritage Railway, Rock House, Scotgate, Stamford, Lincs PE9 2YQ**
 Fax: 01780 765788 e-mail: mail@cmspublishing.co.uk



STANDARD GAUGE

AIRFIELD LINE

1/4 Coventry, Warwickshire
 Tel: 01455 634373
 Running: Suns/Bk Hols

ALDERNEY RAILWAY

2 Channel Islands
 Tel: 01481 823260
 Running: Weekends/Bk Hols

AVON VALLEY RAILWAY

2 Willsbridge, Glos
 Tel: 0117 932 7296
 Running: Suns L

1999 loco: GWR No. 9600

BATTLEFIELD LINE

5 Shackerstone, Leics
 Tel: 01827 880754
 Running: Weekends/Bk Hols L

1999 loco: GWR No. 7752

BLUEBELL RAILWAY

9 Sheffield Park, E Sussex
 Tel: 01825 723777
 Running: Daily from May 1
Victorian evening Jun 16

1999 locos:
 LBSCR Nos. 55, 473
 BR Nos. 92240, 73082, 75027
 SECR Nos. 592, 323. SR C1

BODMIN & WENFORD RAILWAY

6 1/2 Bodmin, Cornwall
 Tel: 012089 73666
 Running: Weds/Suns/Bk Hol W/end
Grand Steam & Diesel Weekend May 29-31

1999 locos:
 RSH No. 7597, No. 62 *Ugly*,
 GWR No. 5541 (summer, from DFR)

BO'NESS & KINNEIL RAILWAY

3 1/2 Bo'ness, W Lothian
 Tel: 01506 822298
 Running: Weekends L
Friends of Thomas May 15/16
Vintage Vehicle Rally Jun 20

1999 locos:
 NBR 673 *Maude*. No 1 *Lord Roberts*
 Returning in 1999: CR No. 419
 BR No. 80105

BOWES RAILWAY

1 1/4 Gateshead, Co Durham
 Tel: 0191 416 1847
 Running: 2nd & 4th Suns in month

1999 locos:
 RSH Nos. 38, 49, 7409
 Hawthorne-Leslie *Stagshaw*

BUCKINGHAM RAILWAY CENTRE

1/2 Quainton, Bucks
 Tel: 01296 655720
 Running: Suns/Bk Hols L
Friends of Thomas Jun 11-13
Miniature Traction Engine Rally Jun 5/6

1999 locos:
 GWR/LT No L99. A&P tram locos.
 Two Sentinel VBTs.
 NB *Coventry No 1*. 155 DMU

CALEDONIAN RAILWAY

4 Brechin, Angus
 Tel: 01356 622992
 Running: Suns only

1999 loco: Bagnall Austerity

CHASEWATER RAILWAY

1 1/4 Walsall, W Midlands
 Tel: 01543 452623
 Running: Suns & Bk Hol Mons

CHINNOR & PRINCES RISBOROUGH RAILWAY

3 1/2 Chinnor, Oxon
 Tel: 01844 353535
 Running: Weekends
 1999 locos:
 GWR No. 6412 (May)
 Hudswell Clarke No. 70 (May - Dec)
 D8568, 55023 DMU

CHOLSEY & WALLINGFORD RAILWAY

2 1/2 Wallingford, Oxon
 Tel: 01491 835067
 Running: May 2/3 and 30/31

1999 locos:
 Two 08 shunters
 GWR No. 9466 (for 40th
 Anniversary)

CHURNET VALLEY RAILWAY

3 1/2 Cheddleton, Staffs
 Tel: 01538 360522
 Running: Suns/Bk Hol Mons L

1999 locos:
 LMS No. 44422. BR No. 80136

COLNE VALLEY RAILWAY

1 Castle Hedingham, Essex
 Tel: 01787 461174
 www.cvr.com
 Running: Static daily. Trains
 Suns/Bk Hol Mons L

1999 locos:
 Hunslett No. WD190, Barclay
 No. 2199. Returning in 1999 -
 Avonside *Barrington*

DEAN FOREST RAILWAY

2 Norchard, Glos
 Tel: 01594 843423
 Running: Static daily. Trains Suns L

1999 locos:
 GWR Nos. 5541, 9681
 Hunslett No. 3806

DERWENT VALLEY LIGHT RAILWAY

1/2 Murton, York, N Yorkshire
 Tel: 01904 489966
 Running: Suns/Bk Hols

EAST ANGLIAN RAILWAY MUSEUM

1/2 Wakes Colne, Essex
 Tel: 01206 242524

Running: Static daily L
Model Rly Exhibition Jun 5/6

1999 locos:
 N7 No. 69621 and Industrials

EAST KENT RAILWAY

2 Shepherdswell, Kent
 Tel: 01304 832042
 Running: Static Weekends/Thurs
 Trains May Bk Hols

EAST LANCASHIRE RAILWAY

8 Bury, Lancs
 Tel: 0161 764 7790
<http://www.east-lancs-rly.co.uk>
 Running: Weekends & Bk Hols L
Vintage Vehicle Weekend May 8/9
Railway at War May 29-31

1999 locos:
 BR No. 42765, 45337, 46441
 L&YR No. 52332

EAST SOMERSET RAILWAY

2 1/2 Cranmore, Somerset
 Tel: 01749 880417
 Running: Weekends

1999 locos:
 Jinty No. 47493
 GWR No. 5637

EMBSAY & BOLTON ABBEY RAILWAY

5 Nr Skipton, N Yorks
 Tel: 01756 794727
 Running: Weekends & Tues
Friends of Thomas May 29/30
Steam Gala Jun 19/20

1999 locos:
 Hunslett No. S121
 Avonside *Cranford*, Barclay No. 22

FOXFIELD STEAM RAILWAY

2 1/2 Stoke-on-Trent, Staffs
 Tel: 01782 396210
 Running: Suns & Bk Hol Mons L

1999 locos:
 Bagnall's *Hawarden & Lewisham*
 Peckett No. 11, Hunslett *Whiston*, BP
 No 1827, RSH *Meaford No 2*, Robert
 Heath No. 6, KS 4388

GLOUCESTERSHIRE WARWICKSHIRE RAILWAY

6 1/2 Toddington, Glos
 Tel: 01242 621405
<http://www.gwsr.plc.uk>
 Running: Weekends/Bk Hols L

1999 locos:
 GWR 1450, 4277
 BR 6960

GREAT CENTRAL RAILWAY

6 1/2 Loughborough, Leics
 Tel: 01509 230726
 Running: Weekends/Bk Hols L
Diesel Gala Apr 23-25
1940s Experience May 2/3
Diesel Day May 22
 1999 locos:
 SR Nos. 30777, 34039

LMS No. 48305. BR No. 92212
 GWR Nos. 6990, 7821
 LNER No. 1264

GREAT CENTRAL RAILWAY

1 (Nottingham)
 Ruddington, Notts
 Tel: 0115 940 5705
 Running: Suns & Bk Hols

GREAT NORTHERN RAILWAY

1 Ludborough, Lincs
 Tel: 01507 363881
 Running: May 2/3

GWILI RAILWAY

1 1/2 Carmarthen, Carmarthenshire
 Tel: 01267 230666
 Running: Suns & Bk Hol Mons

1999 locos:
 Welsh *Guardsman*, Rosyth No. 1;
 Olwen

ISLE OF WIGHT STEAM RAILWAY

5 Havenstreet, Isle of Wight
 Tel: 01983 882204
 Running: Suns, Weds & Thurs
 Daily from May 29

1999 locos:
 02 No. W24, A1X Nos 8 and 11,
 Hawthorn Leslie No. 37

KEIGHLEY & WORTH VALLEY RAILWAY

5 Haworth, W Yorks
 Tel: 01535 645214
 Running: Weekends & Bk Hols L
Enthusiasts Weekend May 1-3

1999 locos:
 LMS No. 48431
 BR Nos. 75078, 80002, 78022
 Returning in 1999: TVR No. 85
 L&Y Nos. 752/957

KENT & EAST SUSSEX RAILWAY

7 Tenterden, Kent
 Tel: 01580 765155
 Running: Weekends & Bk Hols L
Historic Transport Weekend
Jun 13/14

1999 locos:
 Hunslett Nos. 23/24,
 USA No. DS238, Manning Wardle
 No. 14, NSB No. 376.
 Returning in 1999: 'Terrier'
 No. 2678, Hunslett No. 25 *Northiam*

LAKESIDE & HAVERTHWAITE RAILWAY

3 1/2 Nr Ulverston, Cumbria
 Tel: 015395 31594
 Running: Daily from May 1

1999 locos:
 FR No. 20, BR No. 42085
 Hunslett *Cumbria*, Bagnall *Princess*,
 Barclay *David*.

LAVENDER LINE

1 Isfield, E Sussex
 Tel: 01825 750515
 Running: Suns & Bk Hols

1999 locos:
Hunslet *Blackie*
ED 6003 *Sir Herbert Walker*

LLANGOLLEN RAILWAY
7% Llangollen, Denbighshire
Tel: 01978 860979
http://www.joyces.demon.co.uk/
llangollen
Running: Daily from May 2 **L** **Q**
Military Weekend May 1-2
Spring Steam Gala May 29-31

1999 locos:
GWR 4141, 7754, 7822
LMS 2798, BR 44806

MIDDLETON RAILWAY
1% Hunslet, Leeds
Tel: 0113 271 0320
www.personal.leeds.ac.uk/mpb6mip/
mrt/mrt.htm
Running: Diesel Sats/ Steam Suns
Open Day Jun 20

1999 locos:
VBT Cockerill, Manning Wardle
Sir Berkeley, DSB No. 385,
Hudswell Clarke *Mary*,
R/Hornsby No. 441934.
Returning in 1999:
Hunslet *Brookes No. 1*
M/Wardle No. 1601 *Arthur*

MID-HANTS RAILWAY
10% Alresford, Hants
Tel: 01962 733810 **L** **Q**
Running: Weekends & Bk Hols

1999 locos:
SR No. 31625
BR No 73096. LMS No. 41312
D199, J94 *Thomas*

MID-NORFOLK RAILWAY
2% Dereham, Norfolk
Tel: 01362 690633
http://www.horizonpress.com.mnr
Running: Suns

1999 locos:
DMUs 55006, 51572, 54224. 50 019

MIDLAND RAILWAY CENTRE
3% Ripley, Derbyshire
Tel: 01773 570140
Running: Weekends & Bk Hols **L** **Q**
May 29 - Jun 6 inclusive
Diesel & Steam Weekends May
22/23, Jun 19/20

1999 locos:
BR Nos. 80080/80098,

Jinty Nos. 47327/47357
D2 138, D4,45133, 46 045, 5580,
47 401, 50 007, 08 590, D8001

NENE VALLEY RAILWAY
7% Peterborough, Cambs
Tel: 01780 784440
Running: Weds & Weekends **L**
Transport Festival Jun 12/13

1999 locos:
BR No. 34081, GWR No. 4920
Hunslet No. 75006
Swedish 'B' NOM101
Hudswell Clarke *Thomas*

NORTHAMPTON & LAMPORT RAILWAY
1% Chapel Brampton, Northamptonshire
Tel: 01604 820327
Running: Suns & Bk Hols

1999 locos:
Polish Tkh Nos. 5374/7646
Peckett No. 2104, D5401, 45118
Royal Artilleryman, 108/117DMU,
Ruston 165 DE No. PWM 651

NORTH NORFOLK RAILWAY
5% Sheringham, Norfolk
Tel: 01263 822045 **L** **Q**
Running: Daily
Diesel Gala Jun 12/13

1999 locos:
LNER No. 8572
Two Austerities, plus visitors

NORTH YORKSHIRE MOORS RAILWAY
18% Pickering, N Yorks
Tel: 01751 472508
Running: Daily **L** **Q**
Spring Gala May 1-3

1999 locos:
LNER Nos. 60532, 60007, 62005
BR No. 75014. USA No. 2253
SR Nos. 30926, 34101
Returning in 1999: Kitson No. 29

PAIGNTON & DARTMOUTH STEAM RAILWAY
7% Paignton, Devon
Tel: 01803 555872
Running: Tues, Thurs, Suns **Q**

1999 locos:
GWR Nos. 4588, 4555, 6435

PEAK RAIL
4% Matlock, Derbyshire
Tel: 01629 580381
Running: Weekends and Bk Hol Mons

L **Q**
150th Anniversary Jun 5/6

1999 locos:
RSH No. 68006, Bagnall No. 2746,
D8 *Penyghent*

PONTYPOOL & BLAENAVON RAILWAY
% Blaenavon, Torfaen
Tel: 01495 792263
Running: Suns/Bk Hol Sats & Mons

1999 locos:
Polish Tkh No. 40, D1429

SEVERN VALLEY RAILWAY
16% Bewdley, Worcs
Tel: 01299 403816
Running: Weekends, daily from May 8 **L** **Q**
Friends of Thomas May 15/16 &
22/23
Heavy Horse Weekend Jun 12/13

1999 locos:
GWR Nos. 1501, 7714, 7802, 7325
LMS Nos. 45110, 46521, 47383,
48773. BR No. 80079. LMR No. 600
Hunslet No. 686 (as Thomas)
Returning in 1999: PTR No. 813,
GWR No. 7812

SOUTH DEVON RAILWAY
7% Buckfastleigh, Devon
Tel: 01364 642338
www.southdevonrailway.org
Running: Apr 24/25, 28, May 1-5,
8/9, 11/12
Daily from May 15 **L**
Friends of Thomas May 1-3
'Everything Goes' Gala May 30/31

1999 locos:
GWR No. 1369, 1420, 3205
Hunslet No 68011

SOUTH YORKSHIRE RAILWAY
3% Sheffield, S Yorks
Tel: 01709 368040 for opening
details

SPA VALLEY RAILWAY
3% Tunbridge Wells, Kent
Tel: 01892 537715
Running: Weekends & Bk Hols

1999 locos:
Peckett *Fonmon*, Barclay *Lady Ingrid*

STRATHSPEY RAILWAY
5% Aviemore, Inverness-shire
Tel: 01479 810725
Running: Weekends, Weds & Thurs

May 1-3
Daily from May 29 **Q**
Friends of Thomas 1-3 May

1999 locos:
CR No. 828. RSH No. 9
Returning 99 (Dec): BR No. 46512

SWANAGE RAILWAY
6% Swanage, Dorset
Tel: 01929 425800
Running: Daily **Q**

1999 locos:
LSWR No. 30053. GER No. 7999
SR Nos. 34072, E828
BR No. 80104, 80078

SWANSEA VALE RAILWAY
3% Llansamlet, Swansea
Tel: 01792 653615
Running: Static daily. Diesel May 9 **L**
1999 loco: Peckett No. 1345

SWINDON & CRICKLADE RAILWAY
1% Blunsdon, Wiltshire
Tel: 01793 771615 (weekends only)
Running: Static weekends, Steam Bk
Hols **L**
1999 loco: GWR No. 5637 (visiting)

TANFIELD RAILWAY
3% Gateshead, Co Durham
Tel: 0191 274 2002
Running: Suns and Bk Hol Mons
Children's Weekend May 15/16

1999 locos:
RSH Nos. 38, 49, 7409,
Hawthorne Leslie *Stagshaw*.

TELFORD STEAM RAILWAY
% Telford, Shropshire
Tel: 01952 503880
Running: Last Sunday in month

VALE OF GLAMORGAN RAILWAY
% Barry Island, Vale of Glamorgan
Tel: 01446 748816 office hours
Running: Sats only

WEST SOMERSET RAILWAY
% Minehead, Somerset
Tel: 01643 704996
Running: Daily in May (exc Fris),
daily in Jun **L** **Q**
Diesel Running W/E May 15/16

1999 locos: BR No. 76079.
GWR Nos. 4160, 4277, 7820, 7828.

Darlington Rly Ctr & Museum
Tel: 01325 460532
Open: Daily

Irchester Narrow Gauge Rly Museum
Northants
Open: Suns

Kidderminster Railway Museum
Tel: 01562 825316
Open: SVR operating days

London Transport Museum
Tel: 0171 379 6344
Open: Daily

RAILWAY MUSEUMS

Mid Suffolk Light Railway
Tel: 01449 766899
Open: Suns & Bk Hols

Monkwearmouth Stn Museum
Tel: 0191 567 7075
Open: Daily

National Railway Museum
York
Tel: 01904 621261
Open: Daily

North Woolwich Old Station Museum
Tel: 0171 474 7244
Open: Weekends

Somerset & Dorset Rly Trust
Washford
Tel: 01984 640869
Open: WSR operating days

Stephenson Railway Museum
North Shields

Tel: 0191 200 7145
Open weekends, Bk Hols

Swindon GWR Museum
Tel: 01793 466555
Open: Daily Suns- Fris

Vintage Carriage Museum
Ingrow, W Yorks
Tel: 01535 680425
Open: Daily

Winchcombe Rly Museum
Glos
Tel: 01242 620641
Open: Weekends

Up & Running

NARROW GAUGE

ALFORD VALLEY RAILWAY

2 Alford, Aberdeenshire
Tel: 01975 562811
Running: Weekends

1999 loco: Fowler *Saccharine*

AMBERLEY MUSEUM

4 Nr Arundel, W Sussex
Tel: 01798 831370
Running: Suns

1999 loco: Bagnall *Polar Bear*

BALA LAKE RAILWAY

4 Llanuwchllyn, Gwynedd
Tel: 01678 540666
Running: Daily exc Mons/Fris

1999 locos:
Hunslets *Maid Marian, Holy War*

BRECON MOUNTAIN RAILWAY

3 Merthyr Tydfil, Glamorgan
Tel: 01685 22988
Running: Daily exc Mons/Fris

1999 locos: Baldwin No.2,
Jung *Graf Schwerin-Lowitz*,

BURE VALLEY RAILWAY

9 Aylsham, Norfolk
Tel: 01263 733858
Running: Suns - Thurs

CADEBY LIGHT RAILWAY

4 Cadeby, Leics
Tel: 01455 290462
Running: 2nd Sats in month

CLEETHORPES COAST LIGHT RAILWAY

1 Cleethorpes, NE Lincs - Minimum Gauge
Tel: 01472 604657
Running: Daily

FAIRBOURNE & BARMOUTH RAILWAY

2 Fairbourne, Gwynedd
Tel: 01341 250362
Running Daily
Spring Gala May 1-3

1999 locos:
Yeo, Sherpa, Beddgellert, Russell.

FESTINIOG RAILWAY

13 Porthmadog, Gwynedd
Tel: 01766 512340
Running: Daily
Railfest Gala May 1-3

1999 locos:
Hunslets *Blanche & Linda*
Alco *Mountaineer*, Double Fairlies
David Lloyd George & Earl of Merioneth

GROUDLE GLEN RAILWAY

4 Onchan, Isle of Man
Tel: 01624 622138 eves
Running: Suns from May 2

1999 locos:
Bagnall *Sea Lion, Annie*

ISLE OF MAN STEAM RAILWAY

15 Douglas, Isle of Man
Tel: 01624 663366
Running: Daily

1999 locos: Dubs No. 15,
Beyer Peacock Nos 1, 10, 11, 12

KIRKLEES LIGHT RAILWAY

4 Huddersfield, W Yorks
Tel: 01484 865 727
Running: Weekends

1999 locos: Hunslets *Fox, Badger*,
Kitson-Meyer *Hawk*.

LAUNCESTON STEAM RAILWAY

2 Launceston, Cornwall
Tel: 01556 775665
Running: Tues & Suns

1999 locos:
Hunslets *Lilian, Covertcoat*

LEADHILLS & WANLOCKHEAD RAILWAY

1 Leadhills, Strathclyde
Tel: 0141 556 1061
Running: Weekends

1999 loco: Hunslet *Clyde*.

LEIGHTON BUZZARD RAILWAY

2 Leighton Buzzard, Beds
Tel: 01525 373888
www.btinternet.com/~buzzrail
Running: Suns/Bk Hols

1999 locos: Hunslet *Alice*, O&K *Elf*,
P C Allen, KS *Pixie*, de Winton *Chaloner*.

LLANBERIS LAKE RAILWAY

2 Llanberis, Gwynedd
Tel: 01286 870549
Running: Suns- Fris

1999 locos: Hunslets *Elidir*,
Dolbadarn, Thomas Bach.

MULL RAIL

1 Craignure, Isle of Mull - Minimum Gauge
Tel: 01680 812494
Running: Daily

1999 locos: Inc. Vere *Victoria*.

RAVENGLASS & ESKDALE RAILWAY

7 Ravenglass, Cumbria
Tel: 01229 717171
Running: Daily

1999 locos:
River Esk, River Mite, River Irt,
Northern Rock, Bonnie Dundee

ROMNEY, HYTHE & DYMCHURCH RAILWAY

13 New Romney, Kent
Tel: 01797 362353
Running: Daily
Steam & Diesel Gala May 16

1999 locos:
Green Goddess, Northern Chief,
Southern Maid, Typhoon, Hurricane,
Dr Syn, Winston Churchill, Black Prince, Hercules, Samson.

SITTINGBOURNE & KEMSLEY LIGHT RAILWAY

1 Sittingbourne, Kent
Tel: 01795 424899
Running: Suns & Bk Hol Mons

1999 loco: Bagnall *Superb*

SNOWDON MOUNTAIN RAILWAY

4 Caernarfon, Gwynedd
Tel: 01286 870223
Running: Daily

SOUTH TYNEDALE RAILWAY

1 Alston, Cumbria
Tel: 01434 382828
Running: Weekends & Bk Hols

1999 locos: Henschel No. 14
Hunslets No. 12, No. 6.

TALYLLYN RAILWAY

Tywyn, Gwnedd

Tel: 01654 710472

7 Running: Daily

1999 locos: No. 1 *Tallyllyn*, No. 3 *Sir Hadyn*, No. 4 *Peter Sam*, No. 6 *Douglas*, No. 7 *Tom Rolt*

TEIFI VALLEY RAILWAY

1 Henllan, Pembrokeshire
Tel: 01559 371077
Running: Daily

1999 locos:
Hunslet *Alan George*, KS *Sgt Murphy*

VALE OF RHEIDOL RAILWAY

11 Aberystwyth, Cardiganshire
Tel: 01970 625819
Running: Daily

1999 locos: GWR Nos. 7, 8, 9.

WELLS & WALSINGHAM LT RAILWAY

4 Wells-next-the-Sea, Norfolk
Tel: 01328 856506
Running: Daily

1999 loco: Garratt 2-6-0+0-6-2

WELSH HIGHLAND RAILWAY

3 Caernarfon, Gwynedd
Tel: 01766 512340
Running: Weekends & Bk Hols

1999 locos: Garratt Nos 138, 143

WELSH HIGHLAND RAILWAY

1 Porthmadog, Gwynedd
Tel: 01766 513402
Running: Weekends & Bk Hols

1999 locos:
Hunslet *Russell*, Bagnall *Gelert*.

WELSHPOOL & LLANFAIR LIGHT RAILWAY

8 Llanfair Caereinion, Mid Wales
Tel: 01938 810441
Running: Weekends & Bk Hol weeks
Tues - Thurs in June

1999 locos: *Sir Drefaldwyn*, Hunslet
No. 14, GWR Nos 1 & 2

WEST LANCASHIRE LT RLY

4 Nr Preston, Lancs
Tel: 01772 815881
Running: Suns & Bk Hols
1999 locos: O&K *Montalban*, *Utrillas*
Hunslets *Irish Mail, Jonathan*.

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Steam May 2/3

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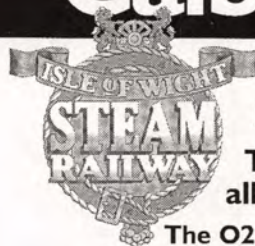
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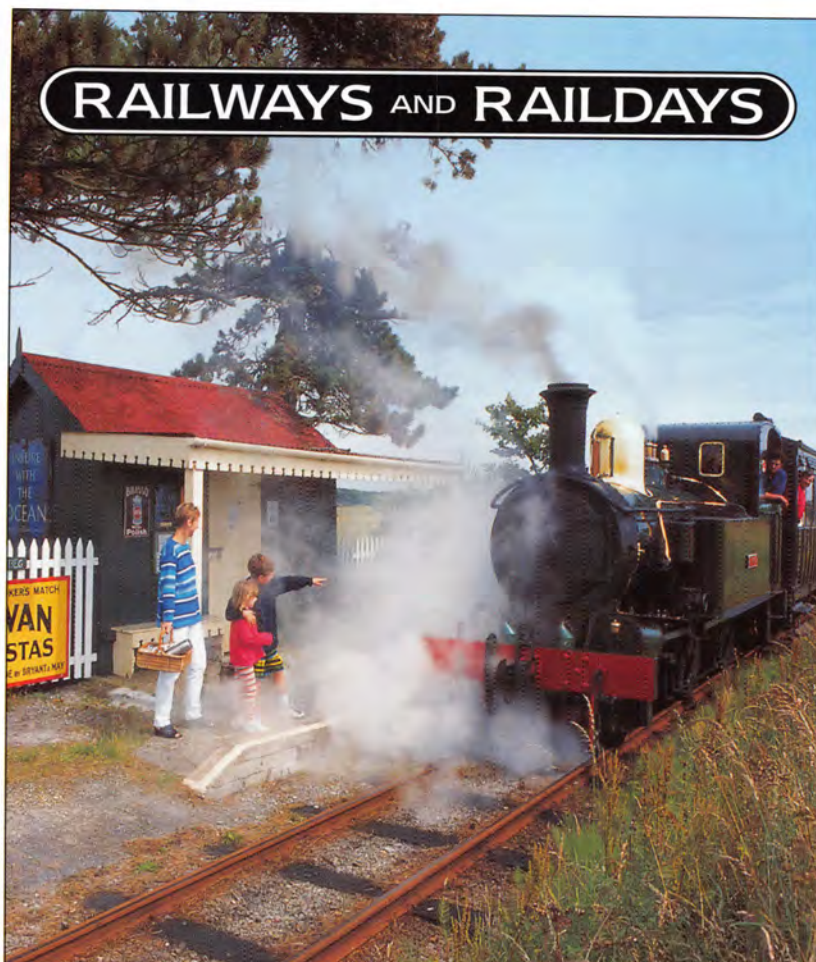
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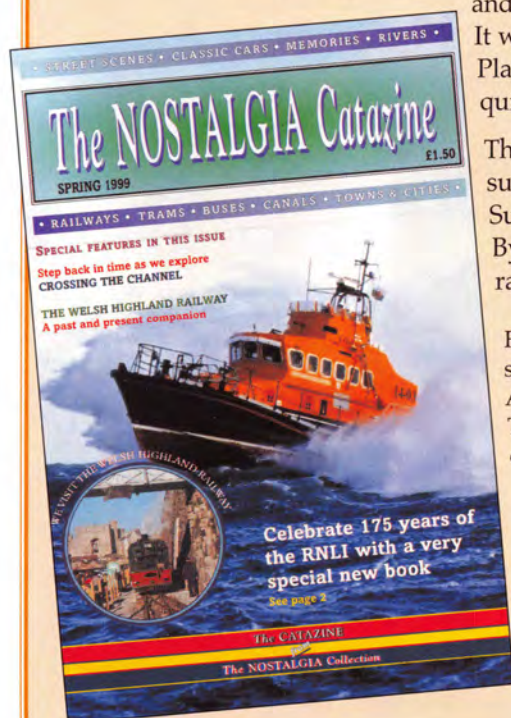
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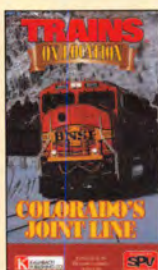
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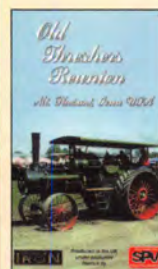
Tennessee Pass - Mainline Thru the Rockies by Machines of Iron

The Royal Gorge Route crossed the Continental Divide on 3% grades. With majestic snow capped mountain peaks and high mountain valleys, this line became the jewel of American railroading until closed in 1997.

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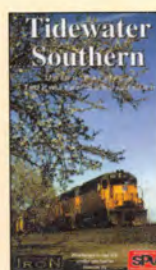


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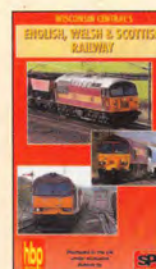


TIDEWATER SOUTHERN Union Pacific's Tidewater Subdivision by Machines of Iron

The amazing story of the line that runs through orchards full of blossom and down the main streets of Modesto amongst the road traffic. Imagine your horror at stop lights, looking into the rear view mirror, and finding a large loco with a long train trundling up behind. Will it stop in time? The almonds are in full bloom as we follow the Union Pacific's Tidewater subdivision past the groves and through the crowded streets of Modesto, California. This is an important link in this area, carrying heavy loads of grain between Stockton and Modesto. Watch how this whole process works as we catch the action from the curbside. How long can this last?

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